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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, May 31, 1879.

Steel Sternwheel Shafts.

The Pittsburg Chronicle says that the coal firm of W. H. Brown have just entered into a contract with Fried Krupp, of Essen, Germany, for the manufacture of a steel shaft for a new mammoth towing steamer now building in Pittsburg, and then adds:

The boat will be ready by the time the shaft will arrive from the old country, and the firm is convinced that they have done the right thing to venture on this unusual step. It will, we hope, have the effect of developing another branch of industry in Pittsburgh. Not one of our steel manufacturing establishments possesses the "plant" necessary for casting and shaping such huge pieces of material as the necessities of the river trade demand. Col. Schoonmaker, of the firm, loyally exhausted all local possibilities before he resorted to making the arrangements mentioned. But that the manufacture of steel shafts will be introduced here is now a matter of certainty. A large establishment could find plenty to do, considering that we have seven or eight hundred steamboats in the Western waters, nearly one hundred and fifty being owned in Pittsburgh—the majority of which would seek to supply themselves with such shafts, could they be furnished here.

The shaft to be made by Krupp, will be 27 feet long, and 15 inches in diameter, tapering to 13 inches, and will weigh in the neighborhood of 20,000 pounds. The price for open hearth steel is nine cents a pound, free on board in New York. The wheel of the new boat will be 26 feet, with 16 buckets, each 32 inches deep.

South Carolina Railroad.

In the United States Circuit Court at Charleston, S. C., on the 23d inst., the following orders were assented to by all the council:

That the holders of first mortgage bonds pledged as collateral security for the debts of the company prior to the date of the second mortgage, October 1, 1872, and continued in pledge for the same debts or for their renewal or extension, are entitled to hold them against the complainants as valid securities entitled to the benefits of the first mortgage; that those holding first mortgage bonds in pledge be admitted to share in any distribution of funds in the hands of the receiver for the payment of interest, but that the injunction as to the pledged or hypothecated bonds be continued in order to preserve the rights of the complainants, and the amount received by the defendants for interest shall be credited upon the evidences of indebtedness held by them. That the detached first mortgage coupons, held by G. W. Williams and others, maturing July 1, 1877, and January 1, 1878, which were bought by them with their own money, which has not been repaid, are valid securities, and the injunction as to them is dissolved. The motion to dissolve the injunction as to the hypothecated second mortgage bonds is denied and the injunction is continued; that the receiver pay out of the funds in his possession $86,332 of the first mortgage coupons due July 1, 1878, and January 1, 1879, held by G. W. Williams and others, and the remaining like amount on or before January 1, 1880; that the receiver pay forthwith the interest due July 1, 1878, and January 1, 1879, on the whole of the first mortgage bonds of the company, the coupons payable in London to be paid through Baring Brothers; that the receiver be authorized to extend the track of the road to the Cooper River, and construct the necessary wharf.

In the matter of the Greenville and Columbia Railroad the Court declines to appoint a receiver, holding that the proceedings in the State court were instituted in good faith and for the purpose of establishing the priority of the State's statutory lien over the second mortgage bonds.

In the matter of the Union Trust Company vs. the Port Royal Railroad the Court held that the mortgage given by the road to the Trust Company was properly recorded under the laws of Georgia, and is prior to the judgment held by the Summerville and Augusta Railroad. The sale of the Port Royal Railroad was confirmed and the receiver discharged.

Northern Pacific Railroad.

At a meeting of the directors of the Northern Pacific Railroad Company in this city on the 24th inst., it was decided to immediately place under contract for construction the 200 miles of the road extending from the head of navigation of the Columbia River northeast to Lake Pend Oreille. This section of the road will pass through one of the finest wheat growing regions of the Northwest. Several cargoes of rails have already been shipped for the work, which will be pushed to speedy completion. The stockholders have given their consent to the issue of the securities to be placed on the new road. Mr. Wright, the President of the road, tendered his resignation, which was accepted, and he will go abroad for rest and recreation. Mr. Frederick Billings, of Woodstock, Vt., was elected to the place made vacant by Mr. Wright's retirement. Mr. Billings is an old member of the board, and the Chairman of the Executive Committee, and the interests of the company will be well looked after in his hands. In consequence of the appreciation of the land grant stock, the company have decided to reduce the price per acre of their lands east of the Missouri river from $1 to $2 per acre. The general situation of the company is such as to give the holders of its securities great encouragement. That the road will one day be one of the most valuable railroad properties in the country is a certainty. Meantime, everything is being done to retrieve the disasters which the failure of Jay Cook & Co. and the panic of 1873 brought upon it. The road was then thrown into bankruptcy, but it has been reorganized in such a way that the interest of every person holding a dollar's worth of its securities or stock have been thoroughly protected. Changes were made in the character of the securities first issued, which are now nearly completed by the voluntary action of those who held them, and the common and preferred stock of the company is steadily rising in price in the stock market. Upon that portion of the road already completed the earnings next year will undoubtedly reach a round million of dollars; and, altogether, there is the most cheer-

ing assurance that by a continuation of the careful and economical management of the past five years the Northern Pacific Railroad will become the magnificent property its originators anticipated.

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1878 and 1879, were as follows:

	1878.	1879.
From passengers	$153,359 14	$133,737 42
" merchandise	286,641 39	263,530 24
" mails	14,188 02	14,134 85
" rents	2,342 80	3,406 56
" express	7,500 00	7,500 00
" miscellaneous		4,564 80
	$464,031 35	$426,873 87
Expenses, viz:		
Passenger department	$20,402 89	$20,315 36
Merchandise "	27,614 04	24,465 08
Locomotive "	117,647 10	111 750 93
Maintenance of way	78,437 41	77,221 29
General expenses	16,284 83	15,852 40
Miscellaneous expenses	23,016 69	16,777 86
State tax	27,837 98	31,646 42
	$311,240 94	$298,029 84
Balance of earnings	$152,790 41	$128,844 53
Less new rail account	35,650 60	21,472 51
Net earnings	$117,139 81	$107,372 02
Add balance of income per last report		59,422 96
Balance of interest account		51,292 99
Balance of accounts		55,010 00
Total income		$273,097 97
From which deduct—		
Paid dividend Dec. 1, 1878, $2 50 per share	$74,932 50	
Dividend payable June 1, 1879, $2 50 per share	74,932 50	
		149,865 00
Balance of income account		$123,232 97

Compared with the previous year the gross earnings show a decrease of $37,157 48, with a decrease in expenses of $27,389 69—making the decrease in net earnings $9,767 79. The report says:

This result has arisen, to a great extent, from the extremely low rates on western freight, and reduced rates on the business of connecting roads. The effect, has been, that while the receipts have thus been lessened; yet, as the amount of business done has remained nearly the same, the operating expenses could not be reduced in a corresponding ratio.

The regulation of the rates on western freight, which forms an important part of the business of our line is not within the control of your directors. This road forms only a small part of the long line over which that freight passes, and if it is to accept that business, it must do so on such terms as the general line may determine to be necessary in order to secure it against competing lines. But the attention of the directors has been given to the subject during the year, for the purpose of providing a remedy, so far as possible, of the disadvantages with which the business referred to has been attended, to this road. The effort has been to effect a reduction of the expenses of management of that business to which this road is called to contribute; but the success thus far has not been very satisfactory. If further effort in that direction does not bring some relief, and if means cannot be adopted to secure more remunerative rates for the business, the question will then arise whether it is expedient for this road to continue that business which, at present, is attended with very little, if any, profit to it.

The "Balance of accounts," included in the foregoing statement, represents earnings heretofore accrued on the side roads, which are now, on settlement, brought into the accounts of this road.

The road and other property of the corporation have been maintained in good condition, and its equipment is sufficient for its requirements.

During the past year 423 tons of new iron and 988 tons of steel rails, and 55,853 new sleepers, have been placed in the track; and about 2,900 tons of rails have been repaired and relaid. Two freight engines have been built over, and four new freight cars made to supply the place of others.

Important additions and improvements have been made in the repair shops and machinery therein, at Concord, to the extent of $22,651 14. But as they are not properly to be included in the ordinary expenses of the road, they do not appear in the accompanying statement of the agent, but have been paid from the contingent fund.

The equipment of the road March 31, 1879, was as follows: 11 passenger and 14 freight locomotives, 419 long and 101 short merchandise cars, 13 passenger, 1 mail, 2 mail and smoking, 7 baggage and 19 gravel cars. Number of miles run by passenger trains, 190,666; by freight trains, 259,773; by other trains, 3,990—total, 454,429. Number of passengers carried, 124,880; do. carried one mile, 4,725,180. Tons of merchandise carried, 397,346; do. carried one mile, 25,266,763.

Trial Balance Sheet, March 31, 1879.

Construction		$2,068,400 00
Rails	$21,081 57	
Oil	1,007 76	
Waste	386 89	
Fuel	42,505 75	
Shop stock	32,024 17	
		97,006 14
711 shares Northern Railroad N. H., cost		37,708 34
Contracts		22,605 11
Cash		30,288 07
Agents' department		18,263 59
Bills receivable		421,530 00
Concord and Claremont N. H. R. R.		254,245 72
		$3,949,996 97
Stock		$3,068,400 00
Income		123,232 97
Contingent fund		484,879 73
Premiums		8,580 01
Bonds due April 1, 1874		100 00
Dividends unpaid	$5,682 76	
Coupons unpaid	189 00	
		5,871 76
Bills payable		189,000 00
Dividend June 1, 1879		74,932 50
		$3,949,996 97

President.—George W. Nesmith.

Directors.—George W. Nesmith, John A. Burnham, Uriel Crocker, Josiah Minot, Edward Lawrence, Francis B. Hayes, Josiah H. Benton, Jr.

Treasurer.—J. Minot.

Superintendent.—George E. Todd.

A Connecting Link.

The Pittsburg Post says it has been agreed between the Pittsburg and Lake Erie and the Baltimore and Ohio Railroad Companies to form a connection at some point on the Monongahela river within the city limits of Pittsburg, and the work of arranging for the transfer of cars between the two roads will now be pushed as rapidly as possible. The Post adds:

The first step will be the establishment of a steam ferry between the foot of Twenty-fifth street, south side, and a point in the vicinity of the new gas works, and the work of constructing the track from the main line of the Pittsburg and Lake Erie road to the river has already been commenced. It is the intention of the two companies to build a bridge in the near future, and the ferry will therefore be only a temporary arrangement. The bridge will be built of iron, and will be located at the lower end of Glenwood. The engineers of the Baltimore and Ohio Company are engaged in locating the piers for the structure. When the two roads named shall have connected their tracks they will be able to make the quickest time between the East and West by several hours.

Lehigh Valley Railroad.

In an interesting sketch of Judge Packer's career which is published in the Pottsville Miners' Journal, we find the following account of the earlier developments of railroad enterprise in the coal regions of Pennsylvania, and of the several steps which have gradually built up the most important railroad and mining corporation now in existence.

The Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company, which afterwards became the Lehigh Valley Railroad Company, was incorporated by an act of Assembly passed April 21, 1846. There was much opposition to the scheme in the Legislature, and capitalists seemed to have but little faith in it, for it was not until the 2d of August, 1847, that enough subscriptions to its stock could be secured for a beginning. At that time 5,002 shares had been taken, letters patent were issued and the first election for officers was held in October following. During the next four years, however, little was done except some surveys and the grading of about one mile, immediately below Allentown.

On the 31st of October, 1851, Asa Packer bought nearly all the stock which had been subscribed, and, with a view to a prompt construction of the road, began to obtain additional subscriptions. From that time forward the history of the Lehigh Valley Railroad and the history of Asa Packer are inseparably connected. Robert H. Sayre was appointed chief engineer of the railroad company, and he completed the survey and location of the line in June, 1852. On the 27th of November of that year Mr. Packer took the contract for building the road from Mauch Chunk to Easton, connecting there with the Central of New Jersey and Belvidere Delaware Railroads, and thus furnishing outlets to its trade to New York and Philadelphia. Judge Packer agreed to receive as payment for this work the company's stocks and bonds, and work was begun at once at Mauch Chunk and Easton. The name of the company was changed in January, 1853, and James M. Porter was elected President. Judge Packer prosecuted the work with great vigor, overcoming the most formidable obstacles in making the roadway at different points through the rocky bluffs. The work was greatly retarded during the summer of 1853 owing to the prevalence of cholera along the whole line. This enterprise came near sweeping away Judge Packer's entire fortune. The public had not sufficient faith in its success to make its securities sufficiently available for the contractor's needs, but valuable aid was rendered by some gentlemen connected with the Central Railroad of New Jersey in the purchase of its stocks and bonds, and the Camden and Amboy Railroad Company loaned Judge Packer its securities. With this assistance he was able to complete his great undertaking, and on June 11, 1855, the road was opened for passenger traffic from South Easton to Allentown, and two trains ran daily until September 12, when the road was opened for travel to Mauch Chunk. Up to this time the road was operated by Judge Packer, with rolling stock hired from the Central Railroad Company of New Jersey. The road was accepted from the contractor September 24. The net profit of the road during the first three months of its operation was $2,781 62. The main office of the company was removed to this city early in 1856, and on this account Judge Packer declined a re-election and on February 5, William W. Longstreth was chosen President, but resigned in the following May, when J. Gillingham Fell was

elected to fill the vacancy. Mr. Fell resigned in 1862, and Judge Packer was elected in his stead and held the office for two years, when he resigned and was succeeded by Mr. Longstreth. In 1868 Mr. Packer was again elected President, which office he continued to hold down to the time of his death.

The great rival of the Lehigh Valley Railroad Company was the Lehigh Navigation Company, which had a railroad from White Haven to Wilkes-Barre, where they connected with their Lehigh canal. Judge Packer proposed to prorate freights with this company, but this proposition was refused, and the Lehigh Navigation Company extended their road, the Lehigh and Susquehanna, to Easton. In order to get a northern outlet the Lehigh Valley Railroad Company incorporated with itself the Beaver Meadow Railroad and the Penn Haven and White Haven Railroad, by which it got a connection to White Haven, and in the same year, 1865, contracts were let for the extension of the road to Wilkes-Barre, to which point the road was opened early in 1867. In 1866 Judge Packer had purchased for the Lehigh Valley Railroad Company a controlling interest in the North Branch Canal, extending from Wilkes-Barre to the New York State line, a distance of over one hundred miles, with a charter authorizing the company to change the name to the Pennsylvania and New York Canal and Railroad Company and to build a railroad the entire length. In September, 1869, this road was opened to Waverly, its northern terminus, the whole distance from Wilkes-Barre being 105 miles. In 1871 the company made a perpetual lease of the Morris Canal and Banking Company, by which it came into possession of a line of canal 102 miles long, extending from the terminus of the road at Phillipsburg, opposite Easton, to Jersey City, giving it an independent outlet for its coal trade to New York. Its only railroad connection at Easton to New York, however, was the Central Railroad of New Jersey, and this company made a lease of the Lehigh Navigation Company's Railroad, canal, and mines, and refused to carry freight for the Lehigh Valley Railroad at terms at which it could compete with its rival. Mr. Packer, therefore, built the Easton and Amboy Railroad, running across New Jersey, giving him an independent outlet to tidewater. This road, which was opened in 1876, cost $10,000,000, was paid for in cash, and all its stocks and bonds are owned by the Lehigh Valley Railroad Company. The company has also connections to Geneva on the New York Central by the Geneva, Ithaca and Sayre Railroad, and to Erie by a third rail laid on the New York and Erie Railroad in 1876. Besides the connections mentioned the Lehigh Valley Railroad has, by merger or purchase, obtained the control of many minor roads tapping the coal and iron fields of the Lehigh and Wyoming Valleys. By Judge Packer's foresight, sagacity and courage, these great enterprises were mainly brought about. He took no stock in distant enterprises, like gold or silver mines, but confined all his investments to the territory traversed by his road; so that his mines and his road should mutually benefit each other. His wealth is estimated all the way from $10,000,000 to $20,000,000. He owned twenty-five per cent of the entire capital stock of the Lehigh Valley Railroad Company, besides vast private interests in coal and iron.

☞ It is stated that the Pennsylvania Company will this season extend their line known as the Waller Railroad along the Susquehanna river to Wilkesbarre.

☞ On the 23d inst., in the Circuit Court of Alexandria county, Virginia, Judge Keith decided in the case of Snowden against the Alexandria and Washington Railroad Company, in favor of plaintiff, that the pretended proceeding in condemnation, whereby in 1873, the Alexandria and Fredericksburg Railroad Company, under a decree of the County Court, acquired color of title to part of the roadway of the Alexandria and Washington railroad were null and void. The effect of the decree ordered, unless reversed, must be to make the whole of the roadway of the latter company (the Alexandria and Washington) liable to the liens of creditors, and the District of Columbia is among the creditors to the amount of $164,000.

An Improvement in Railroad Tracks.

Great improvements that lead to a radical change in existing systems, are often so simple in character, that it is a subject of amazement, after their introduction and success, that they had not been introduced before.

We are all familiar with one or more instances of the truth of this assertion. The most recent invention of this nature is that of Mr. Josiah Foster, of Honesdale, Pa, for "An Improvement in Railroad Tracks," as it is entitled in the patent issued to the inventor.

Before describing Mr. Foster's plan, we will take a brief glance at an average railroad track and see wherein it is most susceptible of improvement. The first point in its construction, is to have the road bed of as easy and as uniform a gradation as possible, as every inequality in the surface deducts a large percentage from speed and adds in an equal ratio to the locomotive power required for traction.

The road bed being graded with a tolerably smooth surface of rock or earth as the case may be, the track layers follow with the other requisites for the permanent way. These are the wooden sleepers or cross ties on which the rails rest, and the rails themselves with their spikes, chairs and fish joints. The cross ties—prepared with creosote in Europe, but usually in a crude state here—are rapidly laid down at intervals of from a foot to eighteen inches apart, the rails are spiked and chaired on to the cross ties with equal rapidity, the intervals between the cross ties are filled up with broken stone called "ballast" and thus the work is completed at the rate of 500 feet an hour and oftentimes still faster.

Now nothing more thoroughly inartistic, unscientific and wasteful than a so-called permanent way, constructed in this manner, can well be imagined, or one which more completely nullifies the immense improvements which the skill of our machinists and carriage builders are constantly making in locomotives and rolling stock.

Mr. Josiah Foster is an experienced and thoroughly practical man whose duties for a long period have led him to pass on foot along a railroad track for many miles every day. He thus became so sensible of the many deficiencies and defects in permanent ways constructed as described above—which description with slight modifications will apply to every railroad in the United States to-day—that he determined to find a remedy for them and after many years' study and experiment, arrived at the following results which are embodied in his patent:

The two cardinal defects to be corrected in every existing railroad permanent way, says Mr. Foster, are inequality and rigidity. Whenever a perfectly hard and smooth rail bed is obtained by the present system, it is by destroying all flexibility or spring, and a rapid destruction of wheels, axles, journals and rails is the inevitable consequence. Wherever spring and elasticity exist now, they are solely due to inequalities in the bearings of the rails or in the bed of the cross-ties; in either case broken rails in severe weather and an immense over tax on the rolling stock at all times are equally inevitable consequences.

To correct the inequality, says Mr. Foster in his circular, I lay a foundation on the graded road bed, of rubble or ballast, such as is now used between the ties; on this rests a cap of solid stone of sufficient width and thickness, in which is set a longitudinal iron girder or rail. This girder supports the running rail or that on which the rolling stock works.

Between the faces of the girder or lower rail and the upper one which it supports, I insert a thin sheet of steel of the width of the rail and having alternate ribs on each side, of a thickness suited to the traffic on the upper rail. The ribs on the lower side of this intervening steel plate raise it from an eighth to a quarter of an inch according to the thickness of the rib, from the lower girder or rail; the ribs on the upper side of the steel plate are not placed directly over the lower ribs but midway between them and on these upper ribs rests the upper or running rail. The effect of this arrangement is obvious; as the train passes over the rail the weight causes a slight deflection of each portion of the steel ribbed plate which thus becomes actually a series of springs, and each rail as the load passes over it, becomes endued with that exact degree of elasticity which eases the percussion of the passing wheel while retaining all the advantage to be derived from a perfectly compact, solid and rigidly fixed road bed.

The rails or girders, we should add, are kept in gauge by iron rods or cross ties placed at a desirable distance apart, answering more effectually the function of the present wooden cross-ties, whose usually rotten state after a year or two's service, renders them a constant source of danger and expense.

The pith of Mr. Foster's invention lies in the elasticity which the ribbed steel plate between the upper and lower rails, gives to a thoroughly smooth, solid and permanent road track, and it must be admitted that a more satisfactory and simple solution of a problem which has exercised the minds of many of our ablest engineers for the last twenty years, has never yet been presented.

The value of the invention will most assuredly be endorsed by all our practical railroad men as soon as they have had the opportunity of investigating it, whatever minor modifications may be suggested by the differing conditions under which it is to be used.

Meanwhile we learn that several gentlemen of long experience in railroad matters, both in rail manufacturing and in railroad construction, have given the invention a critical examination and express themselves in terms of the highest commendation.

In the comments made by these experts they refer to the remarkable value the Foster spring plate rail will be to the Elevated railroads now being so extensively built and planned.

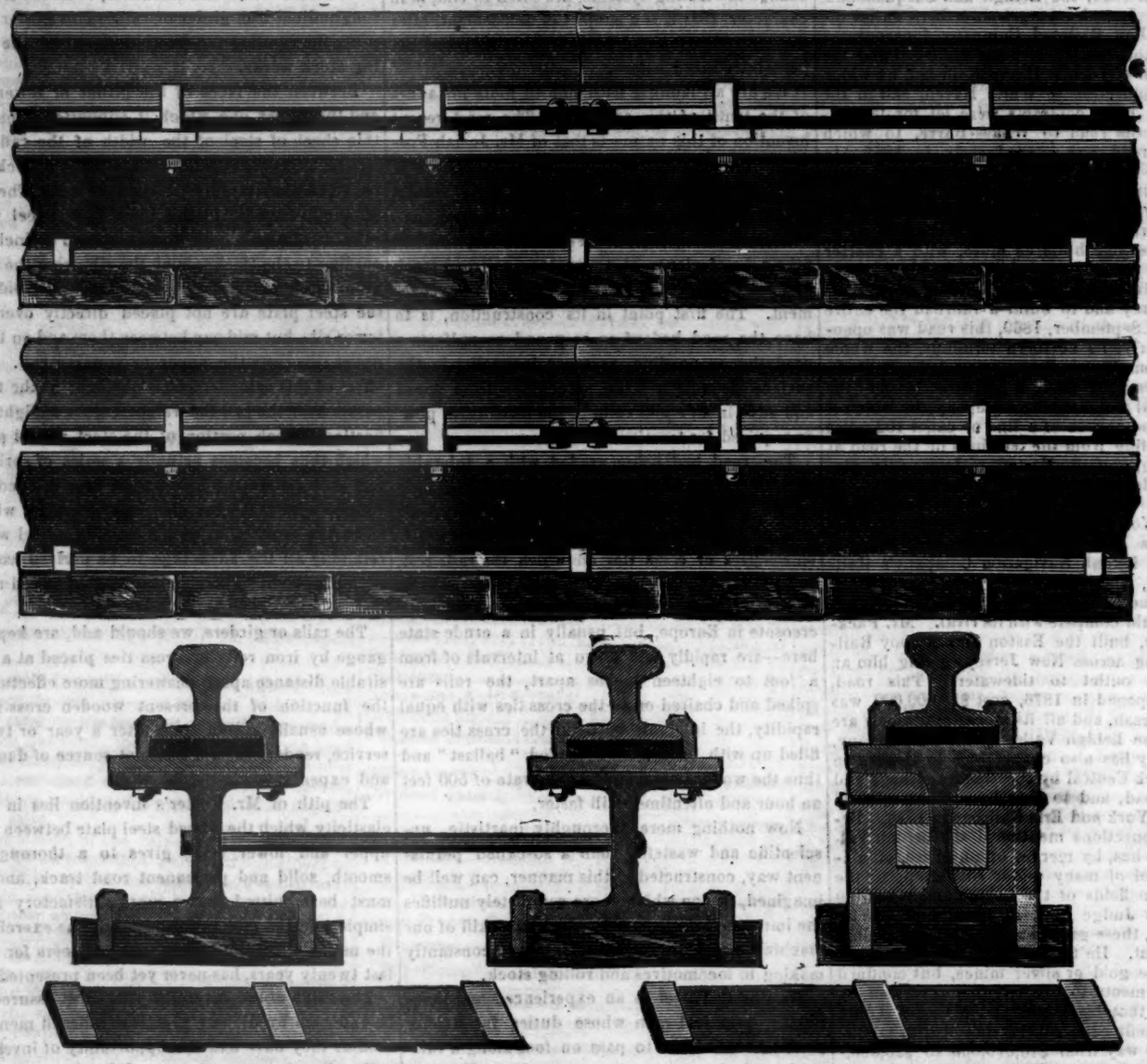
The lack of elasticity in these structures is now their most vulnerable point and the snapping of

one of the iron columns on which they stand, owing to the continued vibration caused by the rigid connection of the rails with their supports, is a danger that is always to be apprehended. The noise the trains now make is an index of the extent of this vibration. The greater the vibration the greater the noise. The use of Mr. Foster's spring plate, by reducing the vibration, would not only diminish a serious annoyance, but would also delay the destructive molecular changes in the iron which the noise so unequivocally indicates to be taking place.

Want of space prohibits our entering into any lengthy calculation of the saving that will be effected when the spring rail is generally adopted. With cheap iron and cheap money as we have them now, the cost of a reconstructed road bed is insignificant when compared with the reduction in expenses that will follow. "Repair of permanent way" is an item that figures for ten per cent and sometimes more, of the gross annual receipts of roads having a heavy traffic. The saving of one fifth of this would give a dividend to many roads that now pay none, and would quadruple the value of their stock. "Renewal of rolling stock," is another heavy item that the spring rail would cut down fifty per cent; but the sources of saving are too numerous for us to enumerate. One pregnant fact we will refer to; last year there were 481 "derailments" in the United States, each one representing the loss of thousands of dollars and many of them the of human life also.

Rotten ties and broken rails account for whole list which is independent of collisions an misplaced switches.

It is not unreasonable to suppose that 450 out of these 481 "derailments" would not have occurred had the wrecked trains been traveling on



a really permanent roadway fitted with a spring plate rail.

The report of the Hon. Daniel J. Morrell, who was a U. S. Commissioner to the Paris Exhibition, has recently been printed. It contains some valuable information with respect to the substitution of iron for wood, that is now being extensively made in the track foundations of many European railroads. Mr. Morrell remarks that the rigidity of iron bed plates is probably an insuperable bar to their taking the place of the ordinary wooden sleepers, for the rails.

Mr. Foster's method, by overcoming this obstacle, opens out a most extensive field for our iron manufacturers. Assuming that an iron subrail with spring plate attached, was laid on only ten per cent of our 80,000 miles of railway, the iron required would be nearly a million tons; no inconsiderable item for our manufacturing interest.

On this page will be found illustrations of a section of the spring plate rail. A model of the section is on view at the office of Mr. Isaac Gaston of No. 2 Nassau street, who is Mr. Foster's agent and to whom we are indebted for a very lucid explanation of the merits and design of the invention.

Mr. Gaston, as agent for Mr. Foster, will be pleased to receive communications from railroad officers or managers, especially from any road upon whose line a section of road is found—where the road bed is perfectly solid or rigid, as it is intended to bring on at an early day a test of Mr. Foster's invention.

Inducements will be presented to make such test when opportunity is offered under the circumstances pointed out; so that the spring plate may be demonstrated to possess the advantages claimed for it when used upon a rigid roadbed and laid over sound wooden cross-ties.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,800,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100½
3d Mortgage	258,000	7	May & Nov.	" "	1881	....
Albany Loan	933,000	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	102
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1906	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	112½
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	100
Funding Income (traffic guar.)	5,402,900	7	" "	Pittsburg.	1894	35
American Central:						
1st Mort., guar. by C., B. & Q.	$386,000	7	Jan. & July.	New York.	1878	100½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	113½
Land Grant Mortgage (gold)	3,366,000	7*	April & Oct.	Boston.	1900	113½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	439,000	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,385,000	7*	April & Oct.	"	1908	115½
Land Income bonds	480,500	12	Jan. & July.	Boston.	....	....
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	....
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	68
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	61
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	800,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1896	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	103
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	105
Loan of 1855-'90 (Balt.) s.k.g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) s.k.g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1893	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	109½
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	107½
2d Mortgage	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	102½
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1893	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'01-'02	118½
Loan of 1875	2,000,000	6	Jan. & July.		1895	109½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	99½
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. and July.	Boston.	1889	92
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	104
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	37
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	32
Mass. L. (sec'r'd by $4,000,000 Bor.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	101
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1902	113
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	115½
Bonds of 1876	425,000	6	Jan. and July.	"	1896	106½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,200,500	7	Jan. and July.	Boston.	'93-'94	117
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	102
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	115
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1903	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1888	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,344,000	7	Apr. and Oct.	" "	1898	116½
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	116
Buffalo, New York & Phila.:						
1st Mortgage	2,296,000	6*	Jan. & July.	New York.	1896	93
2d Mortgage for $1,000,000	281,500	10	" "	" "	1896	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	81½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	110
Stock (common) Bonds	286,500	8	April & Oct.	N. Y. & Bost.	1879	104½
Stock (common) Bonds	278,000	8	Jan. & July.	" "	1894	105
Stock (common) Bonds	370,500	6	" "	" "	1899	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	117
Bonds convertible until 1882	600,000	8	" "	Boston.	1883	123
Consolidated Mortgage	.....	6	.....	Boston.	....	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	13
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	3,000,000	7*	Jan. & July.	New York.	1891	99½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1900	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	105
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112½
Sterling Loan, S. F. (£262,000)	1,286,660	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	116
2d Mortgage	500,000	7	April & Oct.	"	1879	102
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	103
Canada Southern:						
1st Mort. (akg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	83½
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1903	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jar. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	200,000	8	May & Nov.	New York.	1879	101
Catawissa:						
1st Mortgage (old)	220,500	7	Feb. & Aug.	Philadelphia.	1893	....
1st Mortgage (new)	1,200,000	7	" "	"	1900	111
Chattel Mortgage	209,850	6	May and Nov.	.....	'93-'98	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1899	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York	1884	100
1st Mort. (W. to M'can. Line)	1,374,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	110½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	109½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	112
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	32½
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.& C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1880	....
Central of New Jersey:						
Convertible bonds of 1873.....	4,400,000	7	May & Nov.	New York.	1902	103½
1st Mort.(New)for $5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	116½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....
Consol. Mort. for $25,000,000....	15,000,000	7	" "	New York.	1899	106
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	107½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	112½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	103
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	107½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	103
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,030,000	6*	April & Oct.	" "	1900	101½
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	104½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	10
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	2½
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	25
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	23
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	40
Equipment Mort. (").	1,000,000	8	" "		1889	28
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.		1891	22½
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	5
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	71
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	100
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	15,000,000	6*	May & Nov.	New York.	1899	31
1st Mort. Extension.(con. or reg)	5,426,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (") coupon....	902,000	6	" "	"	1884	....
Income (") coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	'77-'96	102½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	118
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106½
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	110
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	113
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,918,475	7	Jan. & July.	Boston.	1896	116½
Bonds of 1875, Sinking Fund...	448,000	5	June & Dec.	"	1895	100
Consol. Mortgage for $30,000,000.	10,433,000	7	" "	"	1903	120½
1st Mort. (Am. Cen. R.R.) guar.	386,000	8	" "	New York.	1878	....
1st Mort. (Car. and Burl.) guar..	266,000	8	May & Nov.	" "	1879	....
1st Mort. (Dix., Peo. & Han)guar.	563,500	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St.Paul)guar.	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	725,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	891,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,000 000	2 200 000	8	Jan & July.	N.Y. & Bost.	1901	82
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	568,200	7	Jan. & July.	Boston.	1880	102
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	109½
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1905	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	118
Chicago and Mich. Lake Shore:						
1st Mortgage.....	477,000	8	March & Sept.	Boston.	1880	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	100
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	113½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	112
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	106
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	110
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	...
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	111½
1st Mort. (Iowa and Dak. Div.)	591,000	7	" "	" "	1899	103½
1st Mort. (Prairie duChien Div.)	2,674,000	8	Feb. & Aug.	" "	1898	126½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	110½
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	103½
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	100½
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	7,304,000	7	Jan. & July.	" "	1905	108½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,214,100	7	Feb. & Aug.	New York.	1885	111
General 1st Mortgage (193 m.) ..	3,477,800	7	" "	" "	1885	111½
Funded coupons (193 m.).....	708,600	7	May & Nov.	" "	1883	106½
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106½
Green Bay Ext. (26m & 76,000 a.)	255 000	7	" "	" "	1885	106½
1st Mort. (Gal. & Chi. U.) 248 m.	1,690,000	7	" "	" "	1882	....
Elgin and State Line.....	114,500	6	Jan. & July.	" "	1878	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	110
Consol. skg fund (C.& N.W.R'y)	4,693,000	7	F. M. A. & N.	" "	1915	119½
General Consol. Gold Bonds ..	12,343,000	7*	June & Dec.	" "	1902	115
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	249,000	7	" "	" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund....	916,000	6	Feb. & Aug.	" "	1895	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	116
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort., guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	500,000	7	Jan. & July.	Baltimore.	1900	104
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,243,000	7	May & Nov	New York.	1880	101
2d Mortgage of 1865.....	496,000	7	Jan. & July.	" "	1895	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	103
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	87
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by L,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	65
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	87½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	89½
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	95½
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	25½
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	117
1st Mort. (C., C. and C. R. R.)..	150,000	7	June & Dec.	" "	'74-'84	....
1st Mort. (Bell. and Ind. R.R.)..	420,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,539,000	7	June and Dec.	N.Y. or Lond.	1911	104
Clev.& Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.	1,096,000	6	" "	" "	1892	109¾
Consol. sinking fund guar.	1,487,000	7	May & Nov.	" "	1900	115¼
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	103
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	111
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	106
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1896	43
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1905	70
2d Mortgage skg fund	3,092,000	7	Feb. & Aug.	" "	1909	23¼
Income convertible	3,347 000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1900	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1898	108
Coupon Notes	123,000	7	June & Dec.	"	1881	100¼
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	83¼
Connecticut River:						
1st Mortgage skg fund	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	16¼
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	108¼
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1899	....
Cowanesque Valley:						
1st Mortgage, gold	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,300	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,446	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (")	495,000	6a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115
Delaware (P. W. and Balt.):						
1st Mortgage, guar.	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	105¼
Convertible Bonds	600,000	7	June & Dec.	" "	1892	108
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	113
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	95¼
Des Moines and Ft. Dodge:						
1st Mortgage (GUAR)	2,400,000	6	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	107¼
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1882	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing and Northern:						
1st Mortgage	1,997,000	7	Jan. & July.	Boston.	1907	109¼
1st Mort. (Ionia and Lansing)	770,000	8	" "	New York.	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y)	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	275,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866	1,702,317	6a7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	112
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	563,500	8	Jan. & July.	New York.	1889	101
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1883	104
1st Mortgage 2d division	586,000	7	" "	"	1894	106
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	104
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	104¼
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. &Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. &Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.&Ga.,old)	635,000	6	" "	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	90
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868	.....	6	" "	"	'88-'89	....
Loan of 1869	.....	6	May & Nov.	"	1889	....
Ten year coupon notes	.....	7	.....	"	1882	....
Ten year coupon notes	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds	3,049,200	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876	12,673,000	2½*	" "	Boston.	1906	72
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	115¼
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	80¼
Erie Railway:						
1st Mortgage, extended	2,483,000	7	May & Nov.	New York	1897	119¾
2d Mortgage	2,174,000	7	March & Sept.	" "	1879	103
3d Mortgage	4,852,000	7	" "	" "	1883	103¾
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	103
5th Mortgage convertible	709,500	7	June and Dec.	" "	1888	115
Buffalo Branch, 1st mortgage	182,800	7	Jan. & July.	" "	1891	....
Long Dock Mortgage	3,000,000	7	June and Dec.	" "	1893	117¼
1st Consol Mortgage gold	16,583,714	7*	March & Sept.	NY&London.	1920	110¾
1st Consol. Mort. Coup. Bonds.	3,718,100	7*	" "	" "	1920	72¼
Erie and Pittsburg (Penn.):						
1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1896	97
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1900	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	7*	May & Nov.	New York.	1909	....
2d Mortgage gold	325,000	7*	Jan. & July.	" "	1905	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	112¾
Bonds of 1877	500,000	6	" "	"	1897	107¾
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	"	1859	....
1st Mort.(Bay C. & E. Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,900,000	8	Jan. & July.	" "	1901	....
Consolidated Sinking Fund	1,771,000	8	May & Nov	" "	1909	....
Construction Loan	280,000	8	Jan. & July.	" "	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.).	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.).	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.).	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnste'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee.	1,500,000	6	Jan. & July.	New York.	1889	42½
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	92
3d Mortgage	100 000	8	" "	"	1883	89
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SO&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	31
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	106
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	83¼
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Hilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold.	4,000,000	7*	Jan. & July.	New York.	1899	104
1st Mort. L. G. not guar. gold.	3,234,000	7*	April & Oct.	"	1899	85
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees.	1,000,000	8	Jan. & July.	New York.	1886	101
2d Mortgage, guar. by Lessees.	500,000	8	March & Sept.	" "	1879	94
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	105
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	87½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed.	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	33
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	105
2d Mortgage	250,000	7	" "	" "	1892	76
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	'87-'94	105
Missouri State Loan	1,500 000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	108½
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	112
General Land Mortgage (277 m.)	.....	7	April & Oct.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	107
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1867	300,000	6	April & Oct	Bost. & Best	1899	....
Equipment Bonds	153,000	7	....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, guar.	6,227,000	7*	Jan. & July.	New York	1891	106
1st Mortgage (Western Div.)	2,365,000	7*	" "	" "	189	100
1st Mort. (Waco & N.W. Div.)	940,000	7	" "	" "	1903	101
Income and Indemnity bonds	1,359,500	7	....	.....	...	....
Consolidated Mortgage	2,564,000	8	April & Oct.	" "	1912	82

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	111
2d Mortgage	367,500	7*	Feb. & Aug.	"	1895	104
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	50
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	...
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund.	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200.000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	111½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	34
1st Mortgage Extension gold.	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	2
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	81
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	...
1st Mortgage (Hous. & Gt. N. RR.)	4,711,000	7*	Jan. & July.	" "	1900	81
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	22
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	462,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered.	375,000	10	" "	"	1883	86½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	...
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	68
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lak. Sh. & D., L. & L. M.):						
1st Mortgage ass'd by Bar.	770,000	8	Jan. & July.	New York.	1890	110
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	105
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	113½
Ironton (Penna.)						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	107
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	687,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	....
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	98
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	106½
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	106
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	103½
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M. Cen.):						
1st Mortgage guar. by lessees.	640,000	8	May & Nov.	New York.	1889	99½
2d Mortgage " "	70,000	8	" "	" "	1889	...
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	100
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1888	109½
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. and July.	N. Y. & Bost.	1880	100
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.) conv.	887,000	7	March & Sept	" "	1890	81½
New Consol. Mort. for $3,000,000	947,000	6	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G.)						
1st Mortgage for $1,000,000	720,000	10	May & Nov.	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	114¼
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	119¼
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	111¼
1st Mort. (1,000,000 acres).....	--	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	119¼
2d Mort. (")gold....	1,600,000	7*	March & Sept.	" "	1886	91¼
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	81¼
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	68¼
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	287,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	93
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100¼
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....
Leh. Bloomling. & Miss.(TW & W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	888,000	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	7,925,000	7	J. A. J. & O.	" "	1900	119¼
Consol. Mort., S.F., Coupon... }		7	Jan. & July.	" "	1900	121
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	115¼
Bonds of 1852 (Reg. & Coupon)	3,294,000	7	April & Oct.	" "	1882	..
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	115¼
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. & Nor. Ind.)	5,356,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1888	....
2d Mort. (" ")	819,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,344,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	.. ..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	NY.-Bost.-Ph.	1896	20¼
2d Mort. gold tax free and conv.	8,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42¼
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	116¼
1st Mortgage (")reg... }		6	" "	"	1898	116
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	121
General Mort. for $40,000,000. }	13,382,000	6*	June & Dec.	"	1923	108
General Mort., registered.... }		6*	" "	"	1923	104¼
Lewisb., Centre & Spruce C.(P& E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97¼
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	.. ..
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	45
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	187 5	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	160,000	6	May & Nov.	"	1898	....
General Mortgage.....	775,000	7	" "	New York.	1899	100
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,354,000	7	Feb. & Aug	New York.	1900	104¼
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	908,000	7	May & Nov.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Bonds to State of Kentucky....	74,319	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br..	3,000,000	7	" "	" "	1897	....
2d Mortgage for $1,000,000.....	878,000	6	April & Oct.	" "	1900	....
Louisville Loan.....	100,000	6	Jan. & July	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'73-'76	....
1st Mort. (Louisv., Cin. and Lex.)	21,000	8	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	" "	1881	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	101¼
Mort. main office lot & buildin.	80,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,369,710	6*	Feb. & Aug.	" "	1902	....
Consol. M. for $8,000,000(392 m.).	7,109,000	7	April & Oct.	" "	1898	111
Louisville Loan.....	849,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99¼
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1897	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1880	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	89¼
$1,100,000 Loan, tax free.....	766 000	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93¼
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	86
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	90¼
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	39¼
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	15¼
4th Mortgage.....	2,004,000	8	April & Oct.	"	1903	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	99¼
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	5-10	Various.	" "	'92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	350,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1886	....
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	100
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	109
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	115¼
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	103
Equipment Bonds for $300,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1888	....
Michigan Lake Shore:						
1st Mortgage.....	300,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.&M.S.	5,256,000	7	May & Nov.	New York.	1885	110
2d Mort. " "	.....	7	" "	" "	1877	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	3,000,000	7	June & Dec.	New York.	1902	....
Milwaukee and Northern						
1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1911	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	88
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,616,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	66½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	32½
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	" "	New York.	1889	...
Plain bonds	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* / 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds..	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	...
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	122½
2d Mortgage guar.	8,000,000	7	Feb. & Aug	" "	1891	113½
Convertible bonds	354,000	7	Jan. & July.	" "	1900	90
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	86
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	109½
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,239,000	7	June & Dec.	" "	1915	101½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	105
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,000,000	7	Jan. & July.	New York.	1900	107
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N. J.).						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	880,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willim.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	89
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "	"	1881	....
New Jersey Wes Line						
1st Mort. gold for $3,000 000	1,200,000	7*	May & Nov.	New York	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	104
2d "	500,000	7	June and Dec.	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H. C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105½
Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	109
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	113½
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	124½
1st Mort., reg'd }		7	" "	" "	1903	124½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	...
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	122
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	123½
New York Elevated:						
1st Mortgage	7,000,000	7	Jan. & July.	New York.	1906	114
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	400,000	7	Jan. & July.	"	1905	105½
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	...
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	95
2d Mortgage	454,000	8	" "	Norfolk.	1893	93½
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	282,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	116½
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	110
2d Mortgage	1,500,000	7	May & Nov.		1896	118
General Mortgage	2,035,000	7	Jan. & July.		1903	113
North Shore (Flush., N.S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	108½
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	104½
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,338,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	5	" "	Baltimore.	1926	67
Second General Mort. coupon..	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	4,000,000	7.3*	Jan. & July.	New York.	1900	55
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	105
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	*	March & Sept.	New York.	1917	....
Norwich & Worcester (N.H. & E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	*	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	394,000	8	March & Sept.	"	1890	96
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	111½
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	112
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	93
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	...
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	....
Old Colony.						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1896	107
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	107
New Bonds for $3,000,000	1,692,000	7	May & Sept.	"	1894	117
Cape Cod Railroad Bonds	265,400	7	Feb and Aug.	"	1881	103

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	81½
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,024,000	8	June & Dec.	Boston.	1896	113½
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	112½
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	108½
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	108½
3d Mortgage	4,000,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Highta. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....
1st Mortgage gold (S.F.) 2d series	2,000,000	7*	" "	" "	1900	....
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102½
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	115½
General Mortgage, registered.		6	" "	"	1910	115½
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	108½
State lien for $7,500,000, skg f'd	4,237,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	437,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	100½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	76
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	....
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	" "	"	1881	106
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	108
General Mort. for $20,000,000	7,652,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	104½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	118
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	115
Consolidated Mortgage June 1, 1871. — Dollar registered	3,389,000	7	" "	"	1911	111½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	101
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	563,000	6*	" "	" "	1911	100
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv	10,499,900	7	Jan. & July.	"	1893	68
New Improvement Mort. Loan	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	19,686,000	7*	Jan. & July.	" "	1908	65
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	69
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	32
Funding income	500,000	7	" "	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	103½
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	103½
Loan of 1872	700,000	6	" "	" "	1892	106½
Loan of 1875	800,000	6	" "	" "	1900	107½
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,300	7	April & Oct.	Philadelphia.	1900	53
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1860	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	107
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	125
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	122½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	113
Constructive bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1896	110
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1922	....
1st Mort. (Turtle Cr. Div. 10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	149,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	46
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	75½
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1892	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	93
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	725,000	8	Jan. & July.	Boston.	1890	113½
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
6d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	126
New Gen'l Mort. for $6,000,000	1,092,000	6*	.....	" "	....	....
Richmond and Danville.						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N.Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	92½
Rich., Fredericksburg & Potomac:						
Sterling Loan	87,777	6*	Jan. & July.	London.	1878	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1881	....
Dollar Loan	124,459	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'90	....
New mortgage of 1875	31,000	7	May & Nov.	"	1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1919	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept.	New York	1830	93
2d Mortgage	469,000	7	Jan. & July.	" "	1891	....
General Mort. S. F.	1,050,500	7	June & Dec.	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct.	" "	1904	48½
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	85
Equipment Mortgage	500,000	8	March & Sept.	"	1880	95
General Mort.	1,500,000	8	May and Nov.		1902	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1889	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & Jnly.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	114
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	...
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	58
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	115
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	94
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	98
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	....
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	115
Real estate & 2d M. for $3,000,000	995,000	7	March & Sept.	" "	1895	104
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.&Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St, Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	74
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	45
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A &G):						
Sectional Mort.	316,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	...
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	103
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	72
" Mort. (Gov. Subsidy)	1,627,320	6	" "	U.S. Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	68,600	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Ath & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort.	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	177,800	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala. gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by Ls & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	99½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	105
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,800	6	" "	" "	'84-'90	60
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,900	7*	March & Sept.	"	1882	103
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	95
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Gen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	95
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	800,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	106
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1878 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	98½
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	81
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	31
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	100
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	100
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	25
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	25
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	91
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	95
1st Mort. (Decatr. & East St. L.)	2,760,000	7	F. M. A. & N.	" "	1889	94½
2d Mort. (Toledo and Wabash)	1,009,000	7	May and Nov.		1878	87
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	87
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	86½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42½
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	73½
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1903	....

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage sk'g fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6c	Jan. & July.	N. Y. & Bost.	'96-'99	112
1st Mort. Land Grant	7,145,000	7	Apr. and Oct.	" "	1887	113
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	14,045,000	8	March & Sept.	New York.	1894	114
Omaha Bridge Bonds Sterling..	2,225,000	8c	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6c	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, sk'g fund.....	3,220,000	6c	Jan. & July.	New York.	1899	84
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1860	40
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	108
Sterling Loan £369,200 (U. Co's)	1,844,000	5c	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6c	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1883	96
3ond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Ster'g S.F. £262,000 (C. &Am.)	1,310,000	6c	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	103
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	105
Convertible bonds, tax free.....	200,000	7	" "	"	1879	113
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage: 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	...
2d Mortgage	990,000	6	" "	" "	1884	100
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	110
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7c	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	106
Warren & Franklin(P.,T. &B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	34
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9c	May and Nov.	New York.	1898	....
Wash'gton City,Va. Mid. &Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	63
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	91
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	90
3d Mort. " ")	600,000	8	May and Nov.	"	1873	89
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	25
Funded Coupons (do.)	722,664	...	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	...	Apr. and Oct.	"	1896	....
Virginia State Loan.....	249,962	7	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....
1st Mortgage for $9,000,000.....	255,500	7c	Apr. and Oct	" "	1901	35
Westchester and Philadelphia:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	118
Western North Carolina:						
1st Mortgage.....	850,000	8	Jan. and July.	.....	1890	...
Western of Alabama:						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Leal Estate Bonds, Sink. Fund.	1,378,000	7c	" "	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	" "	"	1900	110
Sterling Bonds, Sinking Fund..	951,334	6c	March & Sept.	London	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	104
1st Mort. endor. by Balt.....	300,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108
2d Mortgage preferred.....	600,000	6	" "	"	1895	92
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	112
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6c	Jan. and July.	New York.	1899	107
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	100
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	93
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	80
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	108
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	96
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	110
West Wisconsin:						
1st Mort. land gr., gold s'kg fund	3,900,000	7c	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7c	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,340	8	Feb. and Aug.	Cincinnati.	1890	19
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	33
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6c	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7c	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7c	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	110
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	104
Extension mortgage bonds.....	4,375,000	7c	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G. gold S. F.$25,000pm	4,618,000	7c	Jan. and July.	Boston.	1901	15
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	99
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	78
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5c	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1886	40
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	98
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. / 3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	103
Coupon bonds of 1874.....	5,000,000	7	" "	" "	1891	103
Registered bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	105
Lehigh Coal and Navigation:	2,000,000	7	" "	" "	1894	....
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1883	....
Convertible Loan, gold	771,000	6c	March & Sept.	"	1894	....
1st Mortgage, registered	3,881,963	6	J. A. J. & O.	"	1884	93
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	107
Mortgage (equip.) Loan, gold...	4,658,500	6c	June & Dec.	"	1897	107
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	103
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	91
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	100
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage sk'g fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	75
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	84
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	75
Improvement bonds.....	260,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	621,600	7	" "	"	1915	....
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	67
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1886	....
3d Mortgage (Susquch. Canal)	1,311,000	6	" "	" "	1878	32
Pref. Int. B'ds(" ")	326,510	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1888	....
West Branch & Susqun. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1915	....
2d Mortgage.....	200,000	6	" "	"	1149	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "‡."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroads.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$			$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1876	60.0	—	2.8	125.0	3	4	3	55	Adirondack.....New York	3,112,515	*	.....	.....	3,765,000	640,000	1,971,735	—	60.0	67,454	28,006	20,956	73,713	4,271	—	100	....
Dec. 31, 1876	81.0	—	3.5	—	14	8	3	109	Alabama Central.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	512,000	—	92.8	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1876	296.0	—	14.8	—	19	13	5	230	Alabama and Chattanooga‡.Ala. Miss. &c.	10,500,000	*	.....	.....	2,700,000	7,893,000	.....	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1877	142.2	34.7	36.8	—	45	25	14	1,720	Albany and Susq.‡(D. & H.)..New York.	9,697,776	*	.....	.....	5,500,000	6,045,000	.....	—	177.2	.....	304,901	779,693	1,161,126	1261,617	7	100	92
Oct. 31, 1876	132.0	128.5	77.8	—	74	31	10	2,008	Allegheny Valley‡.....Pennsylvania.	21,567,163	2,395,563	5,970,990	.....	2,166,500	23,138,400	2,462,616	—	260.5	1,455,012	701,150	2,202,321	2,435,254	1,085,026	—	50	....
Nov. 30, 1876	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.) .....Penn.	1,084,202	—	.....	.....	566,884	—	727,429	—	4.5	.....	.....	.....	2,348	945	—	50	....
Dec. 31, 1876	48.0	—	3.0	102.0	3	2	1	28	Arkansas Central‡ (3 ft. 6 in.)..Arkansas.	3,920,000	*	.....	.....	2,500,000	1,420,000	.....	—	48.0	72,500	.....	.....	25,918	.....	—	100	....
Dec. 31, 1876	62.6	—	6.2	—	—	—	—	—	Ashtab. Youngst'wn&Pitts. (Pa.)...Ohio.	3,748,689	—	2,046	.....	1,817,582	1,900,000	212,737	—	62.6	242,577	86,898	237,842	226,941	87,643	—	100	....
Dec. 31, 1876	148.9	—	9.7	—	10	6	3	260	Atchison and Nebraska.....Kan. & Neb.	2,960,038	*	200,776	1,663,961	—	3,750,000	1,077,774	—	148.9	399,496	40,884	186,647	416,225	93,166	—	100	81
Dec. 31, 1876	470.1	—	28.5	—	41	22	7	1,004	Atchison, Topeka & Santa Fe....Kansas.	22,715,612	1,224,160	349,835	142,744	8,615,000	14,550,210	978,317	113,823	711.6	1,738,596	183,727	325,629	2,486,583	1,311,094	—	100	116½
Oct. 31, 1876	265.8	—	13.3	—	16	7	9	79	Atlanta & Char. Air Line‡..Ga.NC.&SC.	5,950,000	*	.....	.....	1,700,000	4,250,000	.....	—	265.8	.....	.....	.....	.....	.....	—	100	....
June 30, 1877	86.7	—	4.0	—	21	5	5	164	Atlanta and West Point .....Georgia.	1,194,061	—	13,285	73,282	1,282,200	83,000	5,464	99,906	57.2	.....	36,293	75,654	311,159	106,960	8	100	....
Sept. 30, 1876	387.5	35.3	159.3	—	170	48	25	2,595	Atlantic and Great West..N.Y. Penn.& O.	71,476,754	9,946,863	.....	.....	34,675,804	66,994,311	6,475,126	—	562.7	4,112,594	918,668	2,507,195	3,672,385	717,974	—	100	....
Dec. 31 1876	237.0	113.0	18.0	—	26	19	8	438	Atlantic and Gulf‡ .. Georgia & Florida.	7,863,686	*	18,830	209,607	4,476,677	3,566,500	371,761	—	350.0	651,887	86,913	.....	969,278	352,913	—	100	....
Sept. 30, 1876	408.0	20.0	30 0	—	87	35	17	1,021	Atlantic, Mississippi and Ohio‡..Virginia.	19,396,206	*	6,371,130	349,914	7,121,900	16,980,080	746,818	2,427,860	428.0	1,366,697	313,757	328,016	1,742,251	540,589	—	100	....
Dec. 31, 1876	149.5	5.5	28.0	—	49	44	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	3,484,000	*	.....	.....	5,000,000	3,484,000	.....	—	155.0	860,133	169,263	458,193	983,449	4242,801	6	100	....
Nov. 30, 1876	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,032,200	—	.....	.....	733,700	—	.....	—	53.0	.....	.....	.....	.....	73,000	10	100	....
Dec. 31, 1876	9.6	—	0.2	—	—	—	—	—	Bachman Valley (H. J., H. and G.).Penn.	112,412	—	.....	.....	66,792	45,000	.....	—	9.0	6,192	2,669	8,614	3,874	1,349	—	50	....
Dec. 31, 1876	51.1	2.5	4.5	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	—	10,000	.....	550,000	416,900	.....	—	53.6	.....	.....	.....	169,880	67,952	8	50	....
Sept. 30, 1876	379.6	81.7	106.0	—	520	253	54	11582	Baltimore and Ohio‡ ....Md. & W. Va.	29,352,143	12,106,958	41,388,065	5,064,436	17,735,047	31,080,930	3,072,339	36,022,366	1,466.5	3,892,087	.....	.....	9,632,361	4,220,725	10	100	108½
Sept. 30, 1876	30.0	—	35.3	—	—	—	—	—	Washington Branch‡ .....Maryland.	1,650,000	—	.....	654,390	1,650,000	20,000	—	634,890	30.8	721,311	.....	.....	367,149	261,315	—	100	140
Sept. 30, 1876	103.5	—	14.5	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	3,325,514	—	.....	.....	5,680,685	140,000	2,504,829	—	103.5	.....	.....	.....	677,962	34,506	—	100	34
Sept. 30, 1876	271.2	—	32.6	—	—	—	—	—	Baltimore, Pittsb. & Chic.(B&O)O., I.&Ill.	3,854,271	—	.....	.....	—	—	3,854,271	—	271.2	.....	.....	.....	1,231,786	166,703	—	—	....
Dec. 31, 1876	78.1	17.1	15.4	—	26	45	10	266	Baltimore and Potomac.....Maryland.	3,308,429	696,010	937,008	90,137	3,533,250	6,264,000	214,334	—	90.2	569,678	133,682	223,079	722,486	119,736	—	100	....
Dec. 31, 1876	30.3	—	4.1	—	—	—	—	—	Baltimore Short Line (Mar. & Cinc.)Ohio.	1,996,681	—	.....	.....	1,101,400	750,000	90,368	—	30.3	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1876	62.5	—	1.0	—	4	2	2	61	Bangor and Piscataquis (Me. Cent.) ..Me.	1.271,708	—	.....	.....	356,000	925,000	90,708	—	62.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1876	16.2	—	6.6	—	5	2	1	369	Barclay (Towanda Coal Co.).....Pa.	622,600	—	.....	.....	1,000,000	15,500	.....	—	16.2	60,350	13,223	392,006	56,012	35,000	8	50	....
Sept. 30, 1876	9.4	—	1.0	—	2	3	1	4	Bath and Hammondsport.....N. Y.	115,369	18,097	.....	.....	75,250	38,000	9,000	—	9.4	19,144	20,664	2,910	11,218	2,852	—	100	....
Dec. 31, 1876	39.0	10.5	4.8	—	—	—	—	—	Bedford and Bridgeport (H. & B. T.).Pa.	1,419,003	—	.....	.....	352,227	1,000,000	202,723	—	49.5	.....	.....	.....	77,218	df. 1,076	—	50	....
Dec. 31, 1876	33.5	—	—	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.).Me.	900,000	—	.....	.....	750,000	150,000	1,000	—	33.5	.....	.....	.....	.....	36,000	6	100	....
Nov. 30, 1876	8.3	—	1.3	—	2	1	1	35	Bell's Gap..... .....Penn.	201,347	19,775	19,341	.....	200,000	200,000	—	—	8.3	31,032	5,249	80,307	44,032	24,971	—	50	....
Dec. 31, 1876	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.).Ill	2,780,000	—	.....	.....	1,680,000	1,100,000	.....	—	56.4	.....	.....	.....	.....	25,264	—	50	....
Dec. 31, 1876	21.2	—	3.9	—	5	2	—	101	Bellefonte and Snow Shoe.....Penn.	323,291	134,890	35,508	.....	600,000	99,000	—	—	25.3	56,337	11,450	78,165	204,660	25,057	3	50	....
Dec. 31, 1876	67.0	16.7	15.0	—	43	28	13	960	Belvidere Delaware (Penn. R. R.)...N. J.	4,533,516	*	.....	.....	1,145,150	3,494,500	199,577	—	83.7	.....	.....	.....	925,873	210,127	—	100	....
Sept. 30, 1876	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) .....Mass.	600,000	—	6,000	7,676	600,000	—	245	13,430	22.0	.....	.....	.....	42,617	25,457	5.9	100	....
Dec. 31, 1876	22.0	—	8.0	—	4	4	...	140	Bingham Canyon & Camp Floyd....Utah.	1,200,000	*	.....	.....	600,000	600,000	.....	—	22.0	.....	.....	66,000	138,752	79,863	—	100	....
Sept. 30, 1877	201.6	48.0	364.2	—	243	190	54	5,325	Boston and Albany.... Mass. & N. York.	24,368,716	3,154,400	2,910,013	825,775	20,000,000	7,006,000	1,570,569	2,380,398	321.6	5,045,728	5,298,351	2,601,657	6,762,148	2,167,101	8	100	134
Sept. 30, 1877	36.5	—	5.7	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,484,047	*	.....	87,366	868,002	443,000	299,332	—	52.5	.....	.....	.....	151,633	df. 3,565	—	100	....
Sept. 30, 1877	91.0	34.3	36.5	—	39	54	27	1,091	Boston, Clinton, Fitchb. & New B..Mass.	4,832,304	975,575	2,134,266	295,917	2,585,500	3,169,100	2,696,054	—	151.5	.....	.....	.....	1,046,254	214,153	7	100	101
Mar. 31, 1877	145.0	21.0	19.0	—	29	27	15	590	Boston, Concord and Montreal .....N. H.	2,850,000	*	1,808,758	155,323	1,800,000	2,457,000	15,640	561,447	166.0	706,487	211,688	126,433	649,308	191,930	6pf	100	....
Sept. 30, 1877	26.7	19.2	22.1	—	47	62	22	1,270	Boston and Lowell.....Mass.	4,562,967	417,669	847,925	570,643	3,250,000	2,124,500	532,948	491,776	82.9	989,807	1,941,487	568,430	1,137,769	230,031	—	500	49
Sept. 30, 1877	115.5	11.0	112.1	—	77	135	31	1,620	Boston and Maine.....Mass., N. H. & Me.	8,514,637	1,342,230	1,019,903	155,897	6,921,274	3,500,500	75,342	1,433,149	204.7	1,647,739	4,442,019	698,881	2,267,019	660,964	5	100	113½
Sept. 30, 1876	50.0	—	3.6	—	8	11	5	118	Boston and New York Air Line.....Conn.	3,512,103	*	.....	82,977	2,831,158	350,000	125,911	25,011	50.0	189,550	132,355	49,408	167,991	37,617	—	100	115
Sept. 30, 1877	44.0	18.5	66.0	—	43	92	16	622	Boston and Providence.....Mass. & R. I.	4,698,174	*	796,565	358,014	4,000,000	800,000	958,990	398,760	66.5	803,067	3,197,600	681,850	1,273,362	247,954	6	100	96½
Sept. 30, 1877	8 8	—	1.0	—	6	23	—	26	Boston, Revere Beach and Lynn...Mass.	590,667	*	.....	18,421	349,200	4,000	206,571	49,317	8.8	.....	.....	.....	115,080	26,743	2	100	....
Dec. 31, 1876	18.8	—	1.0	—	—	—	—	—	Bucksport & Bangor (E. & N. A.).Maine.	599,300	—	.....	.....	276,523	296,900	80,000	—	18.8	.....	.....	.....	20 000	4,000	—	100	....
Sept. 30, 1876	43.2	—	8.0	—	2	5	2	87	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,931	*	.....	.....	.....	700,000	.....	—	43.2	144,320	79,619	175,993	156,017	9,481	—	.....	....
Sept. 30, 1876	64.5	—	6.5	—	5	9	2	116	Buffalo and Jamestown.....New York.	2,668,467	169,652	.....	.....	1,362,153	1,125,500	176,208	—	66.5	170,002	133,258	41,427	164,807	27,692	—	100	....
Sept. 30, 1876	189.9	—	82.9	—	—	—	—	—	Buffalo, N. Y. & Erie.(Erie).N.Y.& Penn.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	139.9	.....	.....	.....	.....	240,100	7	100	....
Sept. 30, 1876	120.5	—	19.2	—	23	15	5	1,037	Buff., New York and Phila.N.Y. & Penn.	5,269,914	1,015,648	.....	.....	1,806,650	3,437,500	1,182,278	—	120.5	476,089	207,377	375,000	656,414	296,406	—	100	....
Dec. 31, 1876	218.5	149.0	24.0	—	34	15	8	916	Buri., Cedar Rapids and Northern..Iowa.	11,700,000	*	.....	.....	5,500,000	6,200,000	.....	—	367.5	.....	.....	.....	1,123,070	258,224	—	100	35
Dec. 31, 1876	190.1	—	20.8	—	16	12	7	279	Burlington and Missouri River.....Neb.	16,815,747	*	.....	.....	8,537,500	7,277,947	.....	.....	239.6	404,169	.....	.....	723,843	372,200	—	100	129½
Dec 31 1876	181.0	—	40.0	12.0	6	5	2	107	Burlington and Southwestern..Iowa & Mo.	5,430,000	*	.....	.....	1,810,000	3,620,000	.....	.....	181.0	.....	.....	.....	112,221	d. 11,790	—	100	....
Jun. 30, 1876	146.5	—	8.0	—	13	3	5	398	Cairo and St Louis (narrow).....Ill	7,772,500	69,029	435,000	19,501	5,000,000	2,500,000	871,459	—	146.5	332,519	82,114	163,296	295,778	d. 27,597	—	100	....
Jun. 30, 1876	157.0	—	9.5	—	11	8	4	255	Cairo and Vincennes.....Illinois.	7,172,040	468,996	.....	.....	2,625,000	5,090,000	.....	—	157.0	231,679	64,264	82,799	218,033	d. 32,476	—	100	....
Dec. 31, 1876	50.0	53.2	17.0	—	12	17	6	229	California Pacific.....California.	20,213,144	396,013	141,014	.....	12,000,000	8,330,000	1,900,000	—	152.4	240,391	339,715	299,724	1,296,522	229,649	—	100	....
Dec 31, 1876	60.0	7.0	8.0	—	12	62	5	144	Camden and Atlantic.....New Jersey.	1,912,108	522,361	183,077	16,958	1,215,711	1,090,750	46,333	281,504	67.0	261,826	528,392	98,966	564,851	266,978	6	50	81
Dec. 31, 1876	22.4	7.1	5.8	—	—	—	—	—	Camden and Burl. Co. (U.C. of N.J.)N. J.	715,362	—	.....	.....	381,925	350,000	.....	—	29.6	.....	.....	.....	185,568	72,399	6	100	—
Dec. 31, 1876	41.2	—	5.7	—	—	—	—	—	Cape May and Millville (W. Jer.)....N.J.	632,648	—	.....	.....	500,000	500,000	.....	—	41.3	.....	.....	.....	.....	.....	6	100	....
Mar. 31, 1877	242.0	—	20.0	—	23	16	6	318	Carolina Central.....N. C. & T.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	—	24.2	.....	.....	.....	384,509	127,722	—	100	....
Sept. 30, 1876	30.0	—	1.0	—	2	2	1	8	Carthage, Water'n & Sackett's H..N.Y.	757,857	25,826	.....	.....	486,953	300,000	6,000	—	30.0	.....	.....	.....	.....	19,962	—	100	....
Sept. 30, 1876	20.0	5.5	8.0	—	6	3	2	656	Catasauqua and Fogelsville.....Penn.	742,157	*	20,000	.....	426,900	—	—	—	25.5	72,616	10,023	381,842	63,908	25,614	6	25	....
Nov. 30, 1876	92.6	—	20.0	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,126,500	—	.....	.....	4,359,500	1,740,350	—	—	92.6	.....	.....	.....	.....	.....	6pf	50	22
Sept. 30 1876	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna(D.L.&W.)..N.Y.	1,183,012	—	.....	.....	589,110	—	—	—	34.6	90,597	33,168	72,225	75,314	df. 4,984	9	100	....
Sept. 30, 1876	38.0	—	43.0	—	6	6	3	44	Cayuga .....Penn.	1,200,383	99,617	.....	.....	300,000	1,000,000	16,667	.....	38.0	96,764	64,014	158,567	86,996	df. 25,527	—	100	....
Dec. 31, 1876	75.8	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	75.6	.....	.....	.....	137,849	.....	—	100	....
Dec. 31 1876	271.6	2.6	10.0	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,224,000	—	.....	.....	7,620,000	3,614,000	.....	—	374.2	.....	.....	.....	.....	621,553	4	100	102
Aug. 31, 1876	192.0	102.5	60.0	—	111	93	28	1,611	Central of Georgia.....Georgia.	7,500,000	*	3,075,411	.....	7,508,000	3,222,000	.....	—	712.5	1,675,485	95,420	.....	2,601,542	983,561	—	100	....
June 30, 1876	40.0	—	1.4	—	1	1	1	16	Central of Minnesota.....Minnesota.	1,021,555	—	.....	.....	587,300	600,000	28,400	—	40.0	28,960	6,900	21,963	46,030	4,277	—	100	....
Dec. 31, 1876	73.4	37.0	178.0	—	253	167	74	19242	Central of New Jersey.....New Jersey.	18,285,514	9,405,278	18,775,587	5,023,739	20,000,000	24,760,000	6,250,018	—	359.6	4,894,200	4,922,908	2,694,719	6,963,173	3,183,469	2½	100	50½
Sept. 30, 1876	137.0	—	33.1	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	5,500,000	*	2,511	227,617	3,000,000	2,500,000	42,592	287,536	137.0	1,250,554	256,954	608,486	889,191	51,237	6	50	54½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 1, 1876	76.7	—	4.8	—					Elmira and W'msport (N.C.).Pa. & N. Y.	2,268,00	352,000	.....	.....	1,000,000	1,620,000	.....	.....	76.7	614,789	68,521	64,856	633,316	92,219	5	50	56
Sept.30 1877	460.0	96.8	652.8	—	505	304	97	11298	Erie .....New Jersey, N. York & Pa.	117,445,18	*	.....	.....	86,536,910	54,271,314	1,887,216	.....	955.8	.....	4,887,238	6,182,451	15,486,558	2,506,780	—	100	37½
Dec. 31, 1876	81.0	—	50.2	—	29	5	4	1,348	Erie and Pittsburg (Penn. R. R. Co.)..Pa.	3,179,771	1,895,725	.....	.....	2,000,000	3,322,000	.....	.....	81.0	3,088,406	157,309	599,802	505,315	190,892	7	50	50
Sept.30, 1876	205.0	—	14.0	—	26	21	12	438	European & North Am.....Me. & N. Br.	10,694,450	664,317	.....	.....	3,600,550	6,750,000	.....	.....	279.1	393,300	222,702	158,856	579,540	218,458	—	100	....
Aug. 31, 1876	109.0	25.0	18.0	—	21	10	5	425	Evansville and Crawfordsville...Indiana.	3,141,033	*	66,824	109,634	1,144,715	1,063,500	38,478	1,070,797	132 0	368,423	130,269	221,832	510,740	159,162	—	100	....
Jun. 30, 1876	55.3	—	6.1	—	7	4	2	301	Evansville, Terre Haute & Chi..Ind.& Ill.	1,634,904	*	4,797	46,346	426,535	1,100,000	159,513	.....	55.3	.....	.....	.....	222,782	98,232	—	100	....
Sept. 30, 1876	12.2	—	0.7	—	1	—	—	—	Fall River.....Mass.	422,139	7,700	.....	8,421	200,000	200,000	24,729	3,530	12.2	29,551	26,265	13,982	25,036	10,536	—	100	....
ept. 30, 1877	50.7	42.6	94.0	—	67	75	21	1,499	Fitchburg .....Massachusetts.	4,814,767	*	1,164,258	195,399	4,000,000	500,000	1,152,245	522,169	173.4	1,371,525	2,149,290	955,771	1,920,414	342,179	6	100	114
Dec. 31, 1876	253.0	30.7	51.6	—	43	32	11	714	*Flint and Pere Marquette*.....Mich.	6,849,262	1,380,661	4,003,346	292,099	3,298,200	6,961,905	3,079,164	.....	283.8	952,104	466,439	339,767	1,003,368	420,172	—	100	....
Sept. 30, 1876	10.0	—	2.0	—	5	4	1	8	Fonda, Johnstown & Gloversville...N. Y.	455,685	76,085	.....	.....	300,000	300,000	49,002	.....	26.0	79,068	182,070	41,866	114,726	36,161	—	100	....
Sept. 30, 1876	35.4	17.8	17.1	—	16	32	2	76	Flushing, North Shore and Cent...N. Y.	4,671,648	*	.....	.....	814,925	3,908,683	598,078	.....	53.1	222,385	750,532	.....	315,553	68,938	—	100	....
Dec. 31, 1876	100.0	—	7.3	—	10	6	3	279	Ft. Wayne, Jackson & Sag..Mich.&Ind.	3,059,356	*	.....	31,690	1,258,230	2,000,000	11,767	.....	100.0	292,527	119,606	106,994	268,041	75,557	—	100	....
Sept. 30, 1876	26.1	—	4.9	—	—	—	—	—	Framingham & Lowell (B.C.& F.).Mass.	1,405,575	.....	.....	139,561	512,096	750,000	283,040	—	26.1	.....	.....	.....	.....	36,263	—	100	....
Sept. 30, 1876	31.0	—	1.0	—	1	—	—	29	Galena and So. Wisconsin (3 ft.) W. &Ill.	472,569	*	.....	.....	174,000	252,000	37,572	.....	31.0	.....	.....	14,256	20,658	7,625	—	100	....
Dec. 31, 1876	215.0	—	20.0	—	19	17	7	480	Galv., Harrisb. & St. Antonio †.....Tex.	7,872,841	662,997	.....	.....	4,267,179	2,178,000	.....	.....	215.0	428,890	40,719	113,426	842,294	516,384	—	100	....
Sept. 30, 1876	75.6	—	8.9	—	9	6	3	147	Geneva, Ithaca and Sayre ....New York.	2,472,869	*	.....	.....	980,600	1,406,000	448,457	.....	75.6	287,234	32,595	196,809	299,498	6,752	—	100	....
Mar. 31, 1877	171.0	60.0	24.2	—	48	30	20	760	Georgia (& Banking).....Ga.	4,156,000	*	2,355,164	88,054	4,200,000	530,000	194,257	606,132	231.0	1,162,300	.....	.....	.....	.....	—	100	....
Jun. 30, 1876	111.5	—	8.0	—	10	5	2	308	Gilman, Clinton & Springfield.....Illinois.	4,500,767	*	.....	.....	2,000,000	3,000,000	.....	.....	111.5	306,086	52,695	179,266	282,077	82,125	—	100	....
Sept.30, 1876	11.6	1.0	0.3	3.1					Goshen and Deckertown(Erie).New York.	291,700	.....	.....	.....	105,800	246,500	1,000	.....	11.6	.....	.....	.....	.....	21,500	—	100	....
Dec. 31, 1876	332.1	26.0	29.4	—	38	22	10	1,138	*Grand Rapids and Indiana*...Mich. & Ind	11,051,898	*	111,939	224,198	2,800,000	8,000 000	1,422,329	.....	449.6	1,149,599	513,570	348,248	1,137,539	316,507	—	100	....
Dec. 31, 1876	46.0	—	4.3	—	8	3	2	225	Grand Rapids, Newago & L. Shore..Mich.	2,294,057	216,909	150,500	6,304	533,000	776,000	263,223	93,545	46.0	72,794	62,672	.....	112,622	63,895	—	100	....
Jun. 30, 1876	726.0	289.0	350.0	—	434	274	84	7,573	Grand Trunk †.....Canada.	147,405,64	*	.....	.....	142,716,439	28,001,383	.....	.....	1,388.5	2,383,294	1,972,635	2,113,352	9,487,455	1,974,052	—	100	....
July 31, 1876	229.4	266.4	234.8	—	216	162	45	4,622	Great Western †.....Canada.	33,999,690	8,116,297	2,406,559	.....	38,258,043	7,580,892	.....	.....	786.8	3,190,964	1,110,184	1,572,588	4,021,848	859,223	—	100	....
ept. 30, 1876	8.0	—	1.0	—	2	1	—	—	Greene (D., L. and W.).....New York.	359,109	36,500	.....	.....	200,000	170,000	28,876	.....	8.0	24,022	43,626	180,657	88,945	4,345	12	100	....
ept. 30, 1876	217.6	29.7	12.0	—	16	11	3	500	Green Bay and Minnesota....Wisconsin.	12,230,565	*	.....	1,247,645	7,938,900	3,979,000	1,725,753	.....	247.3	326,339	56,306	66,944	305,272	21,454	—	100	....
Dec. 31, 1876	3.5	—	0.3	—	1	1	—	17	Greenlick Narrow Gauge.....Penn.	25,610	6,325	50	.....	29,700	.....	.....	644	3.5	4,500	500	22,040	6,976	305	—	50	....
Dec. 31, 1876	143.5	21.3	10.0	—	20	11	5	156	Greenville and Columbia.....S Car.	3,623,905	*	228,826	280,272	1,515,114	2,055,763	766,717	.....	229.8	261,531	65,360	.....	536,792	149,179	—	100	....
Sept.30, 1876	14.0	—	8.8	—	—	—	—	—	Greenwich & Johnsonville (R. &S.).N.Y.	312,553	.....	.....	.....	130,898	185,500	20,000	.....	14.0	18,110	20,284	11,707	51,642	10,234	—	100	....
Jun. 30 1876	43.4	6.2	4.2	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,457,000	.....	.....	.....	457,000	900,000	.....	.....	49.6	157,657	58,264	117,184	132,535	L.33,779	—	100	....
Dec. 31, 1876	206.0	90.5	28.0	—	79	61	62	1,442	*Hannibal and St. Joseph* †.....Missouri.	22,951,724	*	.....	.....	14,251,724	8,700,000	.....	.....	296.5	1,660,449	249,385	(Aug.31,76	1,864,065	270,254	—	100	21
Sept.30, 1876	8.0	—	1.0	—	2	6	—	18	Hanover Branch.....Massachusetts.	194,827	63,563	.....	5,575	123,950	40,000	186	96,329	8.0	23,120	76,069	14,280	29,968	6,952	—	100	....
Dec. 31, 1876	30.0	—	2.5	—	8	6	2	46	Hanover Junction, Han. & Gettysb...Pa.	388,467	86,619	.....	.....	116,850	132,300	11,000	65,000	30.0	71,500	48,283	44,714	59,622	18,222	8	50	....
Sept.30, 1876	113.0	—	1.0	—	11	5	3	185	Harlem Extension (C. V.)....N. Y. & Vt.	8,000,000	*	.....	.....	4,000,000	4,000,000	.....	.....	113.0	201,069	131,415	93,938	293,676	73,814	—	100	....
Dec. 31, 1876	21.2	—	3.0	71.0	1	1	—	6	Harrisburg and Potomac .....Pa.	789,558	*	77,692	.....	303,000	432,000	28,010	.....	21.0	14,112	8,539	41,707	11,672	2,794	—	100	....
Sept.30, 1876	122.3	0.8	26.1	—	35	37	17	839	Hartford, Prov. & Fishkill †....Ct. & R. I.	4,353,445	*	217,669	75,169	2,037,940	2,055,500	386,325	96,908	133.4	684,742	1,389,733	302,597	950,744	166,591	—	100	....
Jun. 30, 1876	40.2	—	2.0	88.0	2	2	—	86	Havana, Rantoul and Eastern....Illinois.	311,999	*	.....	.....	210,000	15 000	100,000	.....	40.2	78,508	5,964	7,956	15,181	2,717	—	100	....
Sept.30, 1877	74.0	—	17.0	—	19	19	8	420	Housatonic .....Connecticut.	2,532,464	*	229,476	116,513	2,000,000	550,500	162,150	165,803	126.2	434,397	262,253	229,302	656,544	148,235	Spf	100	100½
Apr. 30, 1876	343.0	162.0	35.6	—	65	40	21	1,296	Houston and Texas Central.....Texas.	13,136,000	*	.....	.....	800,000	12,336,000	.....	.....	505.0	1,535,757	254,435	373,149	3,156,306	1,318,120	—	100	....
Dec. 31, 1876	45.0	14.2	16.5	—	18	4	4	42	Huntingdon and Broad Top Mt.....Penn.	4,384,329	*	152,165	60,579	2,035,000	2,283,500	375,170	.....	59.2	180,000	63,298	394,078	305,494	143,845	—	50	7
ua. 30, 1876	14.5	—	8.3	—	4	3	1	254	Illinois and St. Louis (coal).....Mo. & Ill.	1,457,373	89,888	83,622	16,670	1,360,100	200,000	87,454	.....	14.5	111,576	.....	223,744	173,909	79,770	—	100	....
Dec. 31, 1876	705.5	—	142.8	—	202	115	51	4,960	*Illinois Central* .....Illinois.	37,595,236	*	5,888,252	825,120	20,000,000	10,662,000	.....	4,646,508	1,107.7	5,168,022	1,815,788	1,899,627	7,040,969	2,144,776	8	100	86½
Jun. 30, 1876	175.7	2.2	8.8	—	13	15	2	195	Illinois Midland.....Illinois.	6,175,000	*	.....	.....	2,000,000	4,175,000	632,722	.....	177.9	338,142	51,863	104,404	261,460	L. 1,795	—	100	....
Jun. 30, 1876	202.3	151.6	39.9	—	44	27	15	635	Ind., Bloomington & Western..Ind. & Ill.	.....	.....	.....	.....	.....	12,000,000	.....	.....	343.1	1,625 970	273,229	.....	1,550,187	414,244	—	100	....
Jun. 30, 1876	85.5	—	6.1	66.5	6	10	—	250	Ind., Decatur and Springfield..Ind. & Ill.	3,243,056	*	7,513	2,602	500,000	2,727,000	19.522	6,649	85.5	67,945	37,630	40,990	79,041	11,965	—	100	....
Jun. 30, 1876	179.0	5.5	40.5	—	57	49	14	1,156	Indianapolis, Cinc. & Lafayette..Indiana.	16,854,416	*	92,385	173,669	7,024,554	8,962,300	1,172,546	.....	184.5	1,266,356	609,524	558,393	1,637,061	673,097	—	100	84
Dec. 31, 1876	77.8	5.6	41.0	—	56	39	15	1,333	Indianapolis and St. Louis.....Illinois.	4,223,055	*	99,159	322,486	600,000	3,500,000	1,647,218	.....	265.9	1,616,294	279,679	599,902	1,657,864	L.88,303	—	100	....
Dec. 31, 1876	117.0	—	4.7	—	8	7	3	226	Indianapolis and Vincennes (Penn.)..Ill.	4,665,450	*	.....	84,906	1,402,000	3,150,000	966,154	.....	117.0	253,886	93,021	82,409	232,116	10,652	—	100	....
Jun. 30, 1876	745.0	—	57.0	—	108	87	32	1,808	Intercolonial.....Canada.	21,187,111	*	.....	.....	21,187,111	(Owned b	yDomin	ion Gov.)	713.0	998,637	474,930	342,196	978,077	d181,066	—	.....	....
Dec. 31, 1876	236.0	283.2	20.0	—	40	28	8	719	International & Great Northern †....Tex.	18,411,427	*	1,418,026	331,348	5,500,000	12,307,000	1,120,077	.....	519.2	654,449	111,127	201,249	1,453,996	43,541	—	100	....
Dec 31, 1876	183.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,577,500	.....	.....	.....	4,625,000	2,952.500	.....	.....	183.7	.....	.....	.....	501,757	223,743	4	—	51½
Dec. 31, 1876	11.0	—	2.0	—	2	—	—	1	Ironton.....Pennsylvania.	250,000	18,000	26,055	.....	200,000	200,000	23,071	.....	11.0	9,548	.....	51,822	27,291	14,060	—	50	....
Dec. 31, 1876	233.6	—	29.4	—	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,918,022	*	.....	.....	1,966,890	4,171,000	.....	.....	233.6	438,595	276,208	333,095	661,973	236,151	—	100	45
Jun. 30, 1876	30.2	—	1.5	—	2	1	1	36	Jacksonville, N. West. & So. East.....Ill.	992,670	*	.....	.....	375,847	610,000	6,823	.....	30.2	.....	.....	.....	41,352	14,297	—	100	....
Dec. 31, 1875	155.0	24.0	8.8	—	14	8	3	99	*Jacksonville, Pensacola and Mobile* †...Fla.	6,000,000	.....	.....	.....	.....	3,472,000	.....	.....	155.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1876	51.1	1.5	18.0	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,517,634	.....	35,000	.....	605,027	983,000	1,058,507	.....	52.6	.....	.....	.....	226,564	90,980	—	50	....
Dec. 31, 1876	45.5	—	8.0	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,396,050	.....	.....	.....	2,096,050	2,300,000	.....	.....	45.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1876	110.0	116.0	24.0	—	44	33	12	735	Jeffersonv., Madison and Ind. (Pa.)..Ind.	6,515,287	*	381,449	373,398	2,000,000	4,821,000	449,135	.....	226.0	1,018,497	696,742	1,380,114	1,171,875	441,756	7	100	....
Sept.30, 1876	13.0	—	0.5	134.0	—	—	—	—	Jersey City and Albany....N. J. & N.Y.	739,893	.....	.....	.....	254,100	350,000	30,000	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1876	37.6	—	54.4	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	1,806,000	.....	.....	.....	1,500,000	306,000	.....	.....	37.6	.....	.....	.....	.....	132,355	7	100	....
Dec. 31, 1876	3.7	—	4.6	—	—	—	—	—	Junction (Pa., P. &R. and P.,W.&B.).Pa.	1,054,121	.....	.....	.....	250,000	780,000	.....	.....	3.7	59,410	850,650	.....	228,436	134,174	40	50	....
Dec. 31, 1876	58.0	—	9.2	—	—	—	—	—	K'm'zoo, Allg'n & G.Rap.(L.S&M.S).Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	58 0	1,660,000	.....	.....	135,633	26,827	6	100	....
Dec. 31, 1876	199.3	52.1	32.1	—	27	18	11	273	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	9,364,135	1,238,419	151,803	400,539	2,789,414	7,853,220	694,775	.....	274.5	802,385	205,250	412,336	1,241,329	333,211	—	100	....
Dec. 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.).Kan.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	31.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1876	65.0	—	....	—	—	—	—	—	K. City, Top. & West. (A., T. & S. Fe.).Kas.	2,522,806	.....	.....	.....	1,655,800	867,060	.....	34,889	65.0	.....	.....	.....	104,826	84,867	—	100	113½
Dec. 31, 1876	638.6	34.0	63.9	—	88	41	16	1,153	*Kansas Pacific*.....Kansas & Col.	34,359,541	*	3,514,368	1,709,002	9,689,950	22,329,600	1,107,422	2,714,717	672.6	1,573,972	124,740	289,992	3,063,286	984,893	—	50	57½
Apl. 30, 1876	99.0	—	11.0	—	16	15	6	303	Kentucky Central.....Ky.	4,655,000	*	1,516,000	285,054	5,000,000	1,051,000	53,151	221,902	99.0	376,709	.....	.....	668,113	307,572	3½	100	....
Dec. 31, 1876	102.2	—	18.5	—	18	11	4	447	Keokuk and Des Moines .....Iowa.	6,285,351	*	22,608	81,573	3,924,600	2,344,800	108,013	22,119	162.2	.....	207,410	208,227	602,902	103,094	—	100	11½
Dec. 31 1873	49.0	—	3.0	—	5	10	3	67	Knox and Lincoln (M.C.)..... Maine.	2,762,800	*	5,687	17,049	364,550	2,296,000	.....	25,457	49.0	104,810	81,522	42,570	134,556	62,221	—	100	....
Jun. 30, 1876	80.3	—	4.7	—	—	—	—	—	Laf., Bloomt'on & Miss. (T.W.&W.)..Ill.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	80.3	155,475	91,457	93,231	166,122	57,451	—	100	....
Sept.30, 1876	7.7	1 9	3.3	—	6	3	—	73	Lake Champlain and Moriah....N. York.	305,058	144,245	.....	43,183	200,000	104,800	915	43,183	9.6	31,248	540	177,938	109,103	32,915	10	100	....
Jun 30 1876	87 0	—	4.0	93.0	6	4	3	82	Lake Erie and Louisville.....Ohio.	2,427,375	91,191	83,488	26,702	1,115,650	890,000	588,640	34,465	87.0	152,639	99,169	56,998	138,973	[17,547	—	100	....

ept. 3	1877	540.4	224.2	702.5	—	495	178	87	16643	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	65,435,777	14,378,769	.....	.....	50,000,000	36,000,000	.....	.....	1,176.8	3,367,928	2,784,801	5,642,284	13,214,434	3,637,219	1	100	5
Jan. 30,	1876	166.0	13.0	16.0	—	11	10	4	345	Lake Superior and Mississippi.....	Minn.	7,374,080	721,756	.....	.....	5,125,000	7,692,000	47,829	.....	169.0	597,414	59,766	236,898	566,479	L. 19,660	—	100	....
Jan. 30,	1876	7.2	0.4	—	—	2	2	2	4	Lake View and Collamer.....	Ohio.	107,292	15,931	4,691	.....	68,850	28,000	96,850	.....	7.2	25,499	47,235	.....	.....	6,571	L. 1,500	—	50	....
Dec. 31,	1876	18.0	4.1	3.3	—	—	—	—	—	Lawrence (P. F. W. & C.) ...	Pa. & Ohio.	808,261	—	47,981	8,507	450,000	355,000	13,650	44,099	22.0	128,300	54,256	503,795	177,649	88,905	10	100	....
Dec. 31,	1876	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (C. of N. J.).	Pa.	675,100	—	.....	.....	375,100	300,000	.....	.....	15.0	.....	19,932	33,536	33,191	9,533	—	50	....
ec. 31,	187	105.0	42.7	123.6	—	91	15	12	18135	Lehigh and Susquehanna (C. of N. J.).	Pa.	13,705,901	—	.....	.....	.....	(Include	d in Lehi	gh C. &	N. Co.)	—	185.2	1,793,036	551,851	3,390,856	2,769,825	1,490,263	54	50	....
Nov. 30,	1876	161.0	131.4	331.5	—	232	75	36	13532	Lehigh Valley.....	Pa.	14,646,270	3,109,924	1,000,000	.....	27,228,600	24,186,000	460,208	.....	304.0	3,770,024	1,238,443	6,145,323	7,049,646	2,860,460	9½	50	78½
Jan. 30,	1876	85.0	52.0	45.5	—	45	41	17	688	Little Miami (P., C. & St. L.).....	Ohio.	4,546,815	980,333	1,150,825	27,624	4,608,100	2,186,000	27,168	53,392	195.9	1,166,011	909,216	478,836	1,229,142	204,497	8	50	....
Dec. 31,	1876	100.0	—	2.5	200.0	—	—	—	....	Little Rock, Miss. River & Texas....	Ark.	2,766,400	*	.....	.....	2,606,900	159,500	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1876	2.0	—	1.0	—	3	1	—	75	Little Saw Mill Run.....	Penn.	137,076	*	100,000	.....	100,000	80,000	2,593	.....	3.0	19,560	16,994	148,943	36,620	18,787	5	50	....
Nov. 30,	1876	28.2	—	27.2	—	—	—	—	—	Little Schuylkill (P. & R.).	Pa.	1,416,188	—	10,000	.....	2,646,100	715,500	.....	.....	28.2	.....	.....	.....	242 704	210,548	7	50	92
Sept. 30,	1876	94.9	63.0	22.0	—	58	137	20	433	Long Island ¶	N. Y.	4,916,400	429,007	.....	.....	3,260,600	1,500,000	455,590	.....	319.6	962,876	2,230,187	187,751	1,124,656	383,498	—	100	....
Jun. 30,	1876	27.2	—	1.0	153.2	2	1	1	8	Louisv., N. Alb. & St. L. A. L..	Ind. & Ill.	2,465,920	13,200	663,409	1,460	1,813,528	1,137,000	179,799	.....	27.2	14,256	7,186	4,157	12,886	Loss. 221	—	100	....
Jun. 30,	1877	185.0	465.6	123.1	—	180	73	36	3,152	Louisv., Nashv. & Gt. So. ¶..	Ky. & Tenn.	23,927,979	*	7,002,908	125,480	9,003,419	16,484,230	2,484,088	3,084,680	966.4	3,725,864	663,720	1,907,044	5,315,327	2,140,520	1½	100	62
Sept. 30,	1876	8.7	1.8	2.2	—	—	—	—	—	Lowell and Andover (B. & M.).....	Mass	736,656	—	.....	27,676	500,000	215,000	.....	49,613	8.7	.....	.....	.....	86,065	80,045	3½	100	110½
Sept. 30	1876	12.3	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.)....	Mass.	332,883	19,500	.....	13,233	200,000	39,700	9,031	113,685	12.3	.....	.....	.....	21,790	19,746	6	100	....
Mar. 31,	1877	75.0	—	4.7	—	—	—	—	—	Macon and Augusta (Ga.).....	Ga.	2,741,541	—	.....	.....	1,971,741	770,000	.....	.....	79.0	.....	.....	.....	116,329	18,289	—	100	....
Dec. 31,	1873	187.0	10.0	5.5	—	12	10	4	170	Macon and Brunswick ¶.....	Ga.	6,050,000	*	.....	.....	3,500,000	2,550,000	.....	.....	197.0	.....	.....	.....	437,296	148,333	—	100	.. .
Dec. 31,	1876	22.2	—	4.7	—	2	1	1	4	McKean and Buffalo.....	Penn.	800,998	32,118	800	.....	387,600	398,000	69,776	.....	22.2	30,316	14,695	85,615	57,219	28,209	—	50	....
Dec. 31,	1876	438.5	169.0	44.7	—	69	57	32	1,323	Maine Central ¶	Maine.	10,006,657	1,668,541	1,094,378	289,103	3,666,800	928,920	1,070,535	608,757	355.0	1,221,967	693,199	382,942	1,726,497	692,851	—	100	....
Mar. 31,	1877	26.1	—	3.1	—	—	—	—	—	Manchester & Lawr. (Conc.)	N. H. & Mass.	1,000,000	—	72,124	52,160	1,000,000	.....	24,551	89,732	26.1	69,470	120,701	48,516	177,701	100,436	10	100	186
Jun. 30,	1876	44.0	—	1.8	—	—	—	—	—	Mansfield, Cold Water & L. M. (Pa.)..	Ohio.	5,697,095	—	.....	.....	1,184,151	4,400,000	112,944	.....	44.0	134,874	57,139	102,815	102,172	10,356	—	50	....
Jun 30,	1876	11.5	—	8.0	—	—	—	—	—	Manaf., Old Water & L. M. (G. R. & I.)..	Mich.	.....	—	.....	.....	.....	.....	.....	.....	11.5	14,398	12,910	25,010	8,054	966	—	....	....
Jun. 30,	1876	188.1	88.1	48.6	—	73	42	13	1,465	Marietta and Cincinnati (B. & O.)...	Ohio.	23,619,682	*	3,310,012	.....	14,000,000	11,307,694	8,411,210	.....	311.8	2,309,100	692,442	718,986	1,689,125	252,684	—	50	....
Jun. 30,	1876	99.0	1.5	8.0	—	9	8	2	137	Marietta, Pittsburg and Cleveland...	Ohio.	3,792,995	232,476	.....	.....	1,473,632	3,530,000	434,956	.....	100.5	156,985	93,721	65,525	144,606	49,577	—	50	....
Dec. 31,	1876	63.1	25.4	20.4	—	30	5	4	1,716	*Marquette Hough. & Ontonagon*.....	Mich.	7,216,293	1,094,887	28,001	52,515	2,306,600	5,456,000	1,087,816	.....	88.5	868,456	71,759	632,794	618,422	311,788	—	100	....
Sept. 30,	1876	8.3	0.5	0.5	—	1	4	—	—	Martha's Vineyard (narrow).....	Mass	92,483	13,108	1,621	37	40,000	36,000	20,649	599	8.8	8,417	31,144	.....	8,259	1,206	—	100	....
Dec. 31,	1875	53.8	—	2.0	—	8	3	1	16	Maryland and Del. (N. J. S.)..	Md. and Del.	1,500,000	—	.....	.....	500,000	1,000,000	.....	.....	53.8	96,560	.....	.....	.....	.....	—	100	....
Jun. 30,	1877	36.0	—	2.0	—	—	—	—	—	Massawippi Valley (C. & P. R.)..	Canada.	800,000	—	.....	.....	400,000	400,000	.....	.....	36.0	.....	.....	.....	.....	.....	—	100	35
Jun. 30,	1876	12.2	—	2.0	—	—	—	—	—	Massillon and Cleve. (O., M. V. & D.)..	O.	330,276	—	4,111	4,324	195,556	100,000	4,113	38,943	12.2	.....	.....	.....	20,070	18,622	5	50	....
Jun. 30,	1876	271.0	92.0	28.0	—	38	26	4	609	Memphis & Charleston.....	T., M. & Ala.	8,640,954	*	1,151,658	428,778	5,312,725	5,131,913	451,939	.....	362.0	888,997	.....	.....	1,033,267	321,230	—	100	....
Jun. 30,	1876	131.0	—	2.5	—	14	8	3	127	Memphis and Little Rock ¶.....	Arkansas.	.....	—	.....	.....	.....	2,300,000	.....	.....	131.0	.....	.....	.....	557,209	245,257	—	100	....
Dec. 31,	1876	22.5	—	1.6	—	—	—	—	—	Mercer & Somerset (Pa.).....	N. J.	760,807	—	.....	.....	273,310	500,000	6,000	.....	22.5	.....	.....	.....	18,377	L. 20,376	—	100	....
May 31,	1877	284.0	—	331.7	—	219	112	35	4,924	Michigan Central.....	Mich., Ind. & Ill.	28,235,746	*	6,484,505	119,579	18,738,204	13,191,000	407,214	2,553,408	803.7	6,747,883	1,450,136	3,056,359	4,498,127	1,791,685	—	100	80½
Dec. 31	1876	57.5	—	3.5	—	3	3	1	98	Michigan Lake Shore (Pa.).....	Michigan.	1,341,425	*	.....	.....	450,000	880,000	112,735	.....	57.5	80,395	60,577	.....	66,705	13,588	—	50	....
Sept. 30,	1876	5.7	—	1.0	—	1	—	—	2	Middleburg and Schoharie....	New York.	95,000	10,000	.....	.....	85,800	17,000	200	.....	5.7	16,150	10,000	5,197	7,717	1,812	—	100	....
Sept. 30,	1876	8.0	—	1.2	—	—	—	—	—	Middlesex Central (B. & L.).....	Mass.	295,074	—	13,167	.....	250,000	.....	20,741	37,500	8.0	.....	.....	.....	15,000	15,000	—	100	96½
Dec. 31,	1876	106.4	22.7	16.5	—	14	9	8	307	Midland	Canada.	3,663,740	293,849	114,055	.....	334,116	2,351,227	582,946	303,355	129.1	216,170	112,806	128,987	272,955	99,619	—	100	....
Dec. 31,	1876	3.8	—	16.2	—	—	—	—	—	Mill Creek and Mine Hill (P. & R.)..	Pa.	323,375	—	.....	.....	323,375	.....	.....	.....	3.8	.....	.....	.....	33,000	33,000	10	25	....
Sept. 30,	1876	119.6	6.0	4.2	21.0	8	6	2	181	Milwaukee L. Shore and Western...	Wis.	6,462,325	*	59,896	40,732	6,000,000	417,000	149,074	42,540	125.6	140,004	53,220	66,072	155,208	41,207	—	100	....
Dec. 31,	1876	42.5	—	95.0	—	—	—	—	—	Mine Hill and Schuy'l Haven (P. & R.).	Pa.	4,022,500	—	76,498	.....	4,022,500	.....	.....	.....	42.5	.....	.....	.....	321,800	321,500	7	50	100
Sept. 30,	1876	33.0	18.0	5.0	—	5	5	2	52	Mineral Point.....	Wisconsin & Illinois.	1,181,175	*	.....	.....	1,200,000	320,000	57,987	.....	51.0	69,264	28,828	59,859	115,710	L. 25,987	—	100	....
Dec. 31,	1876	12.5	—	1.8	—	3	4	2	24	Mineral Range	Michigan.	269,940	56,751	67,876	38,048	117,735	200,000	85,682	29,098	12.5	39,374	51,833	66,734	81,811	28,734	8a	100	....
Jun. 30,	1876	27.0	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis....	Minnesota.	627,735	*	.....	.....	94,820	700,000	41,998	.....	42.0	52,332	40,709	145,614	141,361	29,742	—	100	....
Sept. 30,	1876	100.0	—	7.2	—	12	11	5	144	Mississippi and Tennessee ¶..	Miss. & Tenn.	2,956,655	*	36,908	55,084	825,400	1,856,300	417,894	.....	100.0	247,659	.....	.....	469,272	241,798	—	100	....
Dec. 31,	1876	85.0	—	4.0	215.0	5	2	4	105	Missouri, Iowa and Nebraska..	Mo. & Ia.	2,000,000	*	.....	.....	1,500,000	2,000,000	.....	.....	85.0	119,340	89,000	105,500	18,850	4,111	—	100	....
Dec. 31,	1876	575.5	210.0	48.0	—	66	35	26	1,136	Missouri, Kansas and Texas..	M. K. & Tex.	42,665,678	*	.....	.....	21,405,000	18,550,000	.....	.....	786.5	2,276,409	210,824	440,848	8,217,278	1,216,000	—	100	15
Apl 30	1877	283.5	15.5	65.5	—	—	—	—	....	Missouri Pacific.....	Missouri.	.....	—	.....	.....	800,000	15,650,000	.....	.....	425.7	.....	.....	.....	2,404,448	830,970	—	100	....
Dec. 31,	1876	161.0	—	10.2	—	23	12	7	658	Missouri River, Ft. Scott & Gulf.	Kansas.	4,190,861	940,170	1,314,063	78,862	.....	6,947,000	1,792,034	.....	161.0	614,599	91,121	445,988	902,094	372,115	—	100	....
May 31,	1875	84.0	—	1.5	—	6	5	2	64	*Mobile and Girard*¶.....	Alabama.	2,010,347	*	7,174	16,340	1,278,983	711,000	160,144	.....	* 84.0	.....	26,798	.....	138,290	22,686	—	100	....
Nov. 30,	1876	178.9	—	9.1	—	32	17	8	369	Mobile and Montgomery ¶.....	Alabama.	3,214,185	378,102	189,782	60,655	2,022,518	263,000	152,454	404,652	178.9	.....	69,621	121,107	689,027	249,807	—	100	....
Aug 31,	1876	472.0	56.6	51.7	—	88	30	18	900	*Mobile and Ohio*.. Ala., Miss., Tenn. & Ky.		18,128,866	*	3,185,983	205,180	5,320,600	12,080,677	2,952,824	1,183,928	528.6	1,251,489	199,352	223,106	1,961,569	503,047	—	100	10½
Sept. 30,	1876	15.8	—	0.5	—	—	—	—	—	Monadnock (B., R. & G.)..	Mass. & N. H.	366,771	*	3,090	1,255	197,927	54,500	40,500	77,190	15.8	.....	.....	.....	12,011	11,774	—	100	....
Dec. 31,	1876	42.0	12.5	2.0	—	7	15	3	38	Montclair and Greenwood Lake....	N. J.	2,000,000	*	.....	.....	2,000,000	1,800,000	.....	.....	54.5	.....	.....	.....	111,197	20,032	—	100	....
Oct. 31,	1876	81.0	—	4.0	—	5	4	2	57	Montg'y and Eufaula ¶ (L. N. & Gt. S.)..	Ala.	3,143,000	*	14,439	847,214	1,149,350	1,810,000	1,045,308	.....	81.0	.....	.....	.....	222,386	17,348	—	100	....
Dec. 31,	1876	84.5	34.0	134.0	—	—	—	—	—	Morris and Essex (D. L. & W.)..	N. Jersey.	30,792,918	—	.....	.....	15,000,000	19,194,000	.....	.....	132.8	.....	.....	.....	3,462,319	1,184,723	7	100	91
Sept. 30,	1876	20.2	—	2.5	—	—	—	—	—	Nashua, Acton & B. (Conc.).	N. H. & Mass.	967,989	—	89,036	1,727	500,000	497,856	231,357	.....	20.2	.....	.....	.....	17,811	3,531	—	100	....
Sept. 30,	1876	14.5	—	21.8	—	19	21	7	444	Nashua and Lowell (B. & L.)	N. H. & Mass.	761,353	194,138	369,544	24,193	800,000	200,000	266,165	83,057	53.6	414,241	866,884	249,561	502,025	47,572	2	100	101½
Sept. 30,	1876	49.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.)....	N. H.	2,117,499	—	.....	.....	1,185,000	700,000	119,398	.....	48.8	.....	.....	.....	118,100	118,100	—	100	86½
Jun. 30,	1877	122.3	—	12.8	—	—	—	—	—	Nashv. & Decatur ¶ (L. N. & Gt. S.)	T. & Ala.	4,490,648	—	.....	.....	1,511,807	2,345,000	.....	.....	122.3	.....	.....	.....	679,592	282,845	6	100	....
Jun. 30,	1877	321.0	132.5	39.7	—	88	26	11	949	Nashv., Chattanooga & St. Louis ¶	T. & Ala.	13,387,295	*	474,055	406,680	6,575,296	6,812,000	340,654	40,081	453.5	1,393,991	163,822	.....	2,632,276	706,042	3	100	42
Sept. 30,	1877	56.5	4.4	9.9	—	12	11	5	280	Naugatuck	Connecticut.	2,162,932	*	145,312	53,667	2,000,000	.....	52,078	311,882	60.9	258,717	.....	.....	503,667	207,759	10	100	....
Dec. 31,	1876	83.0	—	5.0	—	5	3	2	100	Nebraska.....	Nebraska.	2,600,000	*	.....	.....	1,500,000	1,100,000	.....	.....	58.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1876	16.5	1.0	18.0	—	—	—	—	—	Nesquehoning Valley (P. & R.).....	Pa.	1,394,615	—	.....	.....	1,300,000	.....	94,615	.....	17.5	.....	.....	.....	130,000	130,000	10	50	102
Dec. 31,	1876	4.6	—	2.5	—	—	—	—	—	Newark and Hudson (Erie).....	N. J.	500,000	—	.....	.....	250,000	250,000	.....	.....	5.5	.....	.....	.....	41,500	41,500	7	100	....
Jan. 30,	1876	44.0	—	3.9	—	9	7	2	164	Newark, Som'rst & Str'sv'le (B. & O.)..	O.	1,777,250	30,650	29,104	.....	964,300	800,000	165,004	.....	44.0	314,170	45.779	238,984	199,489	17,897	—	50	....
Dec. 31	1876	74.0	45.0	14.8	—	11	15	2	185	New Brunswick and Canada.....	N. Br.	3,500,000	*	.....	.....	2,898,000	170,000	900,250	.....	120.0	69,760	34,037	78,846	141,570	8,857	—	100	....
Sept. 30,	1876	8.3	—	0.5	—	2	1	—	—	New Canaan	Conn.	280,746	26,698	1,314	1,163	164,050	75,000	20,861	.....	8.3	18,012	40,640	5,462	18,466	5,026	—	100	....
Dec. 31,	1876	14.9	—	4.0	—	—	—	—	—	Newcastle & Beaver Val. (Penn. Co.)..	Pa.	928,087	—	.....	.....	605,000	.....	.....	.....	14.9	208,197	151,491	790,980	306,897	174,241	13½	50	....
Oct. 31,	1876	36.3	—	1.6	—	8	2	—	15	Newcastle and Franklin.....	Pa.	987,019	52,137	.....	.....	335,150	484,000	215,419	.....	36.3	4,780	35,253	18,550	39,944	16,922	—	50	....
Sept. 30,	1876	13.0	—	1.5	—	4	4	2	8	New Haven and Derby.....	Conn.	1,004,308	90,016	2,397	2,692	455,700	525,000	111,577	7,127	13.0	42,210	117,346	39,045	88,437	31,490	—	100	....
Sept. 30,	1876	83.9	15.1	25.0	—	20	17	8	407	New Haven and Northamp.	Conn. & Mass.	4,006,783	796,516	68,943	35,907	2,460,000	2,119,000	250,952	7,147	169.3	384,279	306,308	262,871	570,397	166,036	—	100	....
Sept. 30,	1876	32.0	—	6.0	—	8	20	—	20	New Jersey and New York..	New Jersey.	2,314,573	269,910	.....	.....	1,187,400	1,034,500	416,814	.....	36.5	184,256	415,037	43,284	172,089	34,397	—	100	....
Dec. 31,	1875	79.6	—	6.9	—	14	10	—	93	New Jersey Midland.....	New Jersey.	7,523,819	*	.....	.....	1,423,745	4,803,000	516,796	.....	79.6	.....	.....	.....	537,234	342	—	100	....
Dec. 31,	1876	68.5	20.7	12.0	—	22	41	7	322	New Jersey Southern.....	New Jersey.	9,320,000	*	.....	.....	5,000,000	4,320,000	.....	.....	173.0	331,490	406,046	82,095	515,810	105,332	—	100	3½
Sept. 30,	1876	100.0	—	14.4	—	22	19	9	251	N. London Northern (C. V.)	Conn. & Mass.	1,750,642	*	583,974	82,986	1,500,000	602,000	183,288	52,313	100.0	490,546	355,070	261,404	568,902	160,621	8	100	50
Sept. 30,	1876	5.0	—	1.0	—	14	25	—	—	New York Elevated.....	New York.	1,570,018	115,700	.....	.....	806,125	771,000	282,216	.....	5.0	.....	2,014,953	.....	202,675	46,112	—	100	183
Sept. 30,	1876	112.4	36.5	12.2	—	—	—	—	—	New York and Canada (D. & H.)..	N. Y	8,158,102	—	.....	.....	4,000,000	4,000,000	216,586	.....	148.9	226,180	113,794	161,785	370,961	111,288	—	100	....
Sept. 30,	1877	126.9	7.1	66.7	—	—	—	—	—	N. York and Harlem (N. Y. C. & H. R.).	N. Y.	21,922,846	*	.....	.....	9,050,000	10,617,329	702,000	.....	134.0	.....	.....	.....	754,660	754,660	8	100	....
Sept. 30,	1877	85.7	53.2	38.2	—	51	62	13	438	New York and New England..	M. & Conn.	21,126,133	*	54,012	32,927	20,000,000	799,000	281,550	132,573	185.9	.....	.....	.....	1,010,337	239,652	—	100	36
Sept. 30,	1877	123.0	17.5	176.2	—	92	196	62	1,130	N. Y., N. H. & Hartford.	N. Y. C. & Mass.	12,889,584	2,114,502	1,371,240	1,468,631	15,500,000	.....	499,070	1,944,886	140.5	2,113,330	3,564,366	886,476	3,954,060	1,601,683	10	100	165
Sept. 30,	1876	249.0	122.0	56.0	—	86	40	37	1,759	New York and Oswego Midland....	N. Y	22,173,072	4,055,337	.....	.....	6,800,522	16,078,500	6,498,502	.....	371.0	368,874	234,870	229,103	535,845	L. 32,930	—	100	....
Sept. 30,	1877	441.8	296.4	1,078	—	602	496	211	15661	New York Central & Hudson River.	N. Y	81,273,449	17,868,959	.....	.....	29,428,300	39,601,233	534,212	.....	1,000.2	8,523,147	8,919,438	6,351,356	28,579,086	9,687,352	8	100	119½
Sept. 30,	1877	62.5	—	57.7	—	26	31	9	111	N. Y., Providence & Boston..	Conn. & R. I.	2,692,734	555,491	.....	88,651	3,000,000	1,163,000	.....	.....	62.5	.....	593,678	247,576	853,697	358,997	10	100	124
May 31,	1876	223.0	—	11.5	—	21	18	11	275	North Carolina ¶ (R. & D.).....	N. C.	5,934,785	*	313,200	219,088	4,000,000	414,500	18,796	1,038,727	223.0	336,170	113,877	100,149	492,339	175,902	6	100	....
Sept. 30,	1876	102 0	—	8.8	—	13	15	8	141	Northeastern ¶	S. C.	2,148,131	*	68,935	17,712	988,850	1,063,000	147,140	30,787	102.0	303,132	53,158	.....	382,279	151,122	—	100	....
Oct. 31,	1876	9 8	—	1.0	—	—	—	—	—	North East (N. Penn.).....	Penn.	290,632	—	18,780	.....	81,550	160,000	104,874	.....	9.8	.....	111,703	20,044	27,706	9,275	—	50	....
Dec. 31	1876	61 0	—	6 1	—	—	—	—	—	Northern Central (L. S. & M. S.)..	Mich.	1,356,400	—	.....	.....	610,000	1,625,000	.....	.....	61.0	77,562	.....	.....	86,859	11,648	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(Items in ( ) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Oct 31, 1876	55.6	32.6	77.1	—	57	69	28	1,173	North Pennsylvania.....Pa.	5,799,915	1,743,900	4,279,398	250,325	4,000,100	5,934,850	1,624,082	454,356	108.3	1,012,006	1,660,084	464,526	1,675,866	786,519	6	50	94½
Dec. 31, 1876	138.0	13.0	144.2	—	152	69	42	6,165	Northern Central ¶.....Md. & Pa.	13,310,099	4,140,677	4,374,704	639,280	5,842,000	14,345,000	2,099,213	176,547	357.4	3,246,402	1,903,645	5,579,024	4,369,925	1,333,489	3	50	36
Mar 31, 1877	69.5	13.4	16.5	—	25	14	10	543	Northern New Hampshire.....N. H.	2,068,400	*	508,499	321,436	5,068,400	100	282,083	542,742	82.9	436,532	154,664	223,513	458,303	103,415	5	100	87½
Aug. 31, 1877	555.0	—	20.0	1,445	48	22	24	1,596	*Northern Pacific*.... Minn. Dak., Wash. &c.	19,464,189	1,081,693	26,650,741	34,663	55,986,476	—	5,077,711	—	555.0	.....	.....	.....	965,823	392,698	—	100	13½
Sept. 30, 1877	59.4	7.0	13.6	—	21	15	7	742	Norwich & Wor. ¶ (N.Y. & N.E.) Ct. & Mass.	3,635,821	*	233,940	—	2,604,400	400,000	5,409	361,871	66.4	.....	.....	.....	716,635	278,343	10	100	123
Sept. 30, 1876	118.0	4.0	19 9	—	34	15	11	1,059	Ogdensburg & L. Champlain.....N.Y.	4,190,103	1,600,807	.....	.....	5,077,000	968,000	.....	.....	122.0	457,247	131,499	238,373	568,293	169,120	4	100	16
June 30, 1876	340.0	275.0	91.2	—	124	54	28	2,597	Ohio and Mississippi.....O., Ind. & Ill.	37,547,733	*	135,956	442,332	24,030,000	12,852,000	1,244,021	—	615.0	3,904,169	754,265	1,284,254	3,382,032	907,305	—	100	15½
Sept 30, 1877	217.1	52.4	75.8	—	72	158	27	1,311	Old Colony.....Mass.	10,142,768	1,191,319	1,890,250	586,768	6,783,800	5,328,500	1,049,086	699,715	269.5	1,392,990	4,005,501	715,184	2,208,032	755,859	6	100	100½
Sept. 30, 1876	35.0	—	50.0	—	16	13	6	303	Oswego and Syracuse (D., L. & W.).N.Y.	1,288,172	421,597	.....	.....	1,320,400	122,500	323,943	—	35.0	264,660	179,964	324,716	382,974	117,331	8	100	.....
Dec. 31, 1874	78.0	—	8.9	—	8	4	3	82	Paducah and Memphis.....Ky. & Tenn.	5,221,293	*	407,617	209,801	2,927,150	1,541,000	1,202,618	167,624	78.0	.....	.....	.....	201,480	80,454	—	100	.....
June 30, 1876	61.5	—	6.2	—	7	6	3	102	Painesville and Youngstown.....O.	3,298,292	129,392	.....	4,471	2,000,000	1,308,660	220,651	—	61.8	116,954	66,960	12,398	45,076	D 12,126	—	100	..
Dec. 31, 1876	47.6	—	12.2	—	21	24	4	315	Panama.....New Grenada.	12,000,000	*	782,170	20,599	7,000,000	1,597,800	196,987	695,782	47.6	.....	.....	.....	1,500,000	925,000	12	100	149
June 30, 1876	103.1	—	3.0	—	4	2	2	41	Paris and Danville.....Illinois.	1,586,682	60,355	.....	.....	1,612,100	2,500,000	275,000	.....	103.1	107,500	48,133	23,198	166,220	22,739	—	100	.....
Dec. 31, 1876	14.5	—	—	—	—	—	—	—	Paterson and Hudson (Erie).....N. J.	630,000	—	.....	.....	630,000	—	.....	.....	14.5	.....	.....	.....	.....	53,401	8½	100	.....
Dec. 31, 1876	15.6	—	15.6	—	—	—	—	—	Paterson and Ramapo (Erie).....N. J.	350,000	—	.....	.....	248,000	85,000	.....	.....	15.6	.....	.....	.....	.....	26,500	7½	100	.....
Dec. 31, 1876	55.0	—	2.5	5.0	5	9	2	41	Peach Bottom (narrow).....Pa. & Md.	728,672	*	35,000	.....	221,127	435,700	106,845	.....	55.0	.....	49,884	21,478	62,715	.....	—	50	.....
June 30, 1876	67.2	—	7.1	—	—	—	—	—	Pekin, Linc. and Decatur (T. W. & W.).Ill.	2,576,000	—	.....	.....	1,500,000	1,076,000	.....	.....	67.2	142,907	.....	118,700	156,661	31,967	—	100	.....
Dec. 31, 1876	382.5	96.3	631.6	—	669	461	133	1964	Pennsylvania.....Pennsylvania.	56,518,478	*	.....	90,991,899	4,822,072	68,870,200	60,106,229	13,301,824	10,054,197	1,246.8	16,337,474	6,926,016	9,922,911	20,788,076	7,760,389	8	50	76½
Dec. 31, 1876	47.0	15.9	57.0	—	—	10	—	2,610	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	.....	1,580,000	.....	5,000,000	482,500	250,000	.....	47.0	47,000	3,667	1,177,569	15,561	.....	20	50	137
Nov. 30, 1876	104.6	25.0	73.7	—	50	—	—	1,418	Pennsylvania and N. York.N.Y. & Penn.	5,739,087	1,120,009	.....	.....	.....	4,861,700	3,000,000	.....	.....	153.6	969,720	333,785	1,621,106	1,677,706	291,414	10	50	.....
June 30, 1876	83.0	—	15.0	—	13	9	4	168	Peoria, Pekin & Jack. (C. & A.)... ..Ill.	3,239,700	*	.....	.....	.....	1,239,700	2,000,000	.....	.....	83.0	310,070	61,743	229,607	292,705	18,999	—	100	.....
June 30, 1876	91.0	—	4.0	—	9	5	2	90	Peoria and Rock Island.....Ill.	3,649,221	180,365	3,600	.....	1,889,150	2,039,000	166,533	.....	91.0	309,880	112,797	163,396	345,597	109,023	—	100	.....
Dec. 31, 1872	64.0	13.0	8.0	—	12	10	4	1	Petersburg ¶.....Virginia.	2,124,200	.....	.....	.....	1,324,200	800,000	.....	.....	82.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1876	46.0	—	6.5	—	10	8	3	122	Philadelphia & Balt. Cent....Penn. & Md.	1,814,353	177,744	25,000	.....	220,606	1,500,000	.....	.....	46.0	163,673	278,703	141,293	304,425	124,701	—	50	.....
Dec. 31, 1876	287.5	—	126.6	—	154	44	21	3,348	Philadelphia and Erie ¶ (Penn.).....Pa.	26,145,185	*	.....	.....	8,453,700	17,680,000	493,885	.....	287.5	2,434,270	691,560	2,517,470	3,252,979	920,547	—	50	21
Sept. 30, 1876	17.0	12.2	25.0	—	24	45	13	192	Phila., Germ. & Norristown (P. & R.).Pa.	1,146,538	367,988	500,793	.....	2,246,900	.....	.....	.....	29.2	.....	.....	.....	.....	277,923	12	50	206
Nov. 30, 1876	98 4	228.6	255.7	—	414	336	59	19435	Philadelphia & Reading.....Penn.	38,201,433	9,355,442	53,822,197	2,226,754	34,278,175	66,900,445	4,382,915	—	799.4	8,231,070	10,936,157	8,088,484	12,424,537	3,112,436	—	50	40
Dec. 31, 1876	26 6	—	44.4	—	—	—	—	—	Philadelphia & Trenton (Penn.).....Penn.	1,545,950	.....	.....	.....	1,258,100	.....	.....	.....	26.6	.....	4,281,969	2,001,825	3,076,344	2,018,462	10	100	143
Oct. 31, 1876	94.9	3.7	145.3	—	78	151	44	1,206	Phila., Wilm. & Baltimore..Pa. D. & Md.	12,476,446	*	2,561,862	253,548	11,561,250	2,776,000	429,224	545,382	197.4	1,694,829	2,818,560	448,774	3,456,136	1,180,734	8	50	134
Dec. 31, 1876	6.0	3.1	0.9	11.0	6	8	1	418	Pittsburg and Castle Shannon.....Pa.	461,372	92,280	272,179	.....	636,440	210,352	79,969	.....	9.1	62,120	132,432	108,085	290,582	17,088	—	50	.....
Sept. 30, 876	149.6	1.9	38.3	—	26	15	7	190	Pittsb. & Connellsville (B. & O.)..Pa. Md.	12 015,671	470,698	127,648	.....	1,960,682	10,718,600	2,906,553	.....	173.8	1,417,784	703,403	1,547,156	1,658,974	529,674	—	50	.....
Dec. 31, 1876	192.3	8.1	54.3	—	109	36	25	1,492	Pittsburg, Cin. & St. Louis.. Pa. & Ohio	16,107,384	3,774,621	.....	.....	8,436,600	15,008,051	2,801,523	.....	200.4	2,871,168	784,561	1,792,057	3,282,705	896,390	—	80	.....
Dec. 31, 1876	468.3	—	196.2	—	278	153	55	5,185	Pittsb., Ft. W. & Chi. (Pa.).P., O., I. & I.	29,581,901	*	.....	.....	24,787,286	13,510,000	.....	.....	468.3	7,678,888	2,201,227	2,629,607	7,937,277	3,138,653	7	100	110½
Dec. 31, 1876	95.0	—	33.0	—	32	19	6	236	Pittsb., Titusville and Buff ..N. Y. & Pa.	8,422,883	587,500	50,000	.....	4,559,450	4,050,933	69,195	.....	95.0	354,495	286,953	755,342	706,019	250,191	—	50	10½
Dec. 31, 1876	30.0	—	5.9	—	5	6	3	75	Pittsb., Va. & Charleston..Pa. & W. Va.	1,331,444	*	603,781	.....	676,613	1,368,000	211,441	.....	30.0	340,552	253,276	119,011	127,739	40,345	—	50	.....
Nov. 30, 1876	190.0	—	8.5	40.0	8	19	6	150	Portland and Ogdensburg. Me. N.H. & Vt.	3,585,348	*	26.645	168,864	1,052,125	2,381,600	386,128	.....	190.0	.....	.....	.....	234,880	89,815	—	100	.....
Aug. 31, 1876	52.5	—	—	—	7	9	5	137	Portland and Rochester.....Me. & N. H.	1,966.211	*	48,500	11,966	163,112	1,500,000	40,133	.....	52.5	141,876	148,011	.....	138,270	22,063	—	100	.....
Dec. 31, 1876	52.0	—	—	—	19	—	—	162	Portland, Saco & Portsmouth (Etn.)..Me.	2,034,810	191,802	.....	.....	1,500,000	—	250,000	.....	52.0	339,101	208,815	.....	397,969	66,928	6	100	95½
Dec. 31, 1875	112.0	—	6.0	—	9	6	4	160	Port Royal ¶ (Ga.).....S. C.	4,800,000	*	.....	.....	3,000,000	2,500,000	.....	.....	112.0	.....	.....	.....	221,665	def. 6,057	—	100	8
Dec. 31, 1876	71.4	—	—	—	—	—	—	—	Ports., Gt. Falls & Conway (Eastern).N.H.	2,183,300	*	.....	.....	1,150,300	1,033,000	.....	.....	71.4	.....	.....	.....	163,756	21,724	—	100	80
Dec. 31, 1876	10.9	—	—	—	—	—	—	—	Portsmouth and Dover (Eastern)...N. H.	757,800	—	.....	.....	757,800	—	.....	.....	10.9	.....	.....	.....	20,528	139	6	100	.....
Sept. 30, 1876	41 9	—	2.2	—	4	5	—	60	Poughkeepsie, Hartford & Boston..N.Y.	1,366,063	132,622	.....	.....	350,000	535,000	14,784	6,883	45.7	84,240	65,436	21,481	73,943	7,400	—	100	.....
Sept. 30, 1876	22.8	—	3.0	50.8	3	3	1	77	Providence and Springfield..R.I. & Mass.	929,840	100,497	3,473	9,917	517,150	500,000	8,334	15,390	22.6	48,648	115,366	31,181	86,568	41,159	—	100	14
Sept. 30, 1876	43.4	8.0	52.6	—	30	33	8	1,280	Providence and Worcester...R. I. & Mass.	3,705,780	*	159,308	219,376	2,000,000	500,000	1,490,000	23,677	66.8	534,395	1,585,393	555,970	890,104	230,981	8	100	94½
Nov. 30, 1876	13.5	—	3.0	—	5	10	—	25	Providence, Warren and Bristol.....R. I.	487,917	*	.....	.....	437,917	50,000	.....	.....	13.6	59,544	249,349	30.805	101,570	5,983	—	100	.....
Dec. 31, 1875	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent Co.....Del. & Md.	351,000	—	1,200	.....	315,000	269,000	2,600	.....	36.0	35,850	12,560	38,231	31,589	4,310	14	25	.....
Dec. 31, 1876	70 0	—	4.5	160.0	3	2	2	70	Quincy, Missouri and Pacific.....Mo.	1,261,142	103,073	28,384	.....	1,255,000	.....	.....	.....	70.0	89,400	34,296	14,251	119,305	13,159	—	100	.....
May 31, 1874	100.0	—	3.0	—	5	6	4	50	Raleigh and Augusta Air-Line ¶...N. Car.	1,826,000	*	139,000	.....	1,326,000	—	490,000	.....	100.0	.....	.....	.....	75,923	15,086	—	100	.....
May 31, 1876	97.0	—	6.7	—	12	13	9	131	Raleigh and Gaston.....North Carolina	1,500,000	*	843,557	97,456	1,500,000	708,000	.....	332,814	97.0	.....	51,709	54,290	242,245	88,701	—	100	.....
Nov. 30, 1876	40.0	8.9	5.6	10.7	10	7	1	41	Reading and Columbia (P. & R.).....Pa.	2,099,477	244,791	62,556	.....	508,268	1,004,167	1,439,716	.....	63.0	205,807	248,335	281,851	275,413	50,241	—	50	.....
Sept. 30, 1877	79.1	102.8	60.2	—	54	89	21	1,557	Rensselaer and Saratoga (D. & H.)..N.Y.	9,227,471	*	.....	.....	6,854,100	2,000,000	.....	.....	181.9	.....	1,120,244	554,226	1,451,762	509,633	8	100	109½
Sept. 30, 1876	35.2	—	3.0	6.4	6	5	1	180	Rhinebeck & Connecticut.....New York	1,296,214	133,815	.....	.....	614,500	800,000	41 316	.....	41.6	56,911	14,480	90,355	78,403	11,907	—	100	.....
Sept. 30, 1876	140.5	10.5	14.1	—	35	25	10	583	Richmond and Danville ¶.....Virginia.	5,875,094	*	2,195,495	106,967	4,000,000	3,710,186	595,380	.....	199.5	503,580	132,297	227,650	987,198	438,232	—	100	.....
Sept. 30, 1876	22.5	2.8	4.1	—	8	7	2	151	Richmond and Petersburg ¶.....Va.	1,316.032	*	5,600	25,636	1,008,600	236,796	29,665	72,208	25.5	79,685	115,020	35,827	137,407	60,095	—	100	95½
Sept. 30, 1876	37.6	—	6.3	—	13	21	8	108	Richmond, Fred'bg and Potomac ¶..Va	2,804,925	*	243,464	177,762	1,551,900	888 292	139,956	666,002	37.6	183,278	132,060	42,111	352,366	174,572	7	100	.....
Sept. 30, 1876	38.3	—	2.4	26.0	3	3	2	41	Richmond, York Riv. & Chesspeake ¶..Va.	1,257,640	*	.....	.....	650,000	607,640	.....	.....	38.3	.....	.....	.....	89,108	14,211	—	100	.....
Sept. 30, 1876	25.0	2.3	27.3	83.3	2	—	—	1	Rochester and State Line.....N. Y.	1,427,953	31,827	.....	.....	25,234	1,182,000	473,302	—	25.0	92,400	37,035	6,377	22,477	def. 103	—	100	...
Sept. 30, 1876	12.7	—	1.0	—	—	—	—	—	Rome and Clinton.....N. Y.	360,000	—	.....	.....	274,000	38,500	9,000	—	12.7	15,449	29,826	27,459	22,890	def. 6,803	—	100	.....
Sept. 30, 1876	141.1	239.2	86.1	—	57	50	24	1,198	Rome, Watertown and Ogdensburg.N. Y.	8,156,994	563,304	.....	.....	3,147,600	7,246,900	494,185	—	403.9	1,157,419	592,856	361,376	1,228,057	283,905	—	100	.....
Jan. 30, 1877	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,073,127	—	577,526	—	6,624,100	2,500,000	526,547	—	120.0	.....	.....	.....	344,480	253,653	—	100	1½
Dec. 31, 1875	49.0	—	5.7	—	4	6	2	79	Sacramento Valley.....California.	1,492,798	*	.....	.....	936,000	452,000	63,108	—	49.0	.....	.....	.....	103,719	22,711	—	100	.....
Dec. 31, 1876	22.7	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis.....Mich.	714 979	89,628	1,269	17,781	264,904	446,000	9,788	103,055	28.7	49,840	35,481	29,285	77,713	48,855	—	100	.....
Dec. 31, 1876	22.0	—	5.0	—	3	3	4	202	St. Croix and Penobscot ¶ (M.C.).....Me.	569,000	*	.....	.....	100,000	212,700	.....	1,335	22.0	24,480	9 987	.....	40,107	15,856	—	100	.....
Dec. 31, 1876	227.0	—	15.0	—	12	4	12	154	St. Joseph and Western .....Kan. & Neb.	10,200,000	*	.....	.....	3,300,000	6,900,000	.....	.....	227.0	213,730	145,971	(6 mos.	280,455	51 710	—	100	.....
Dec. 31, 1876	189.0	4.0	17.0	—	—	—	—	—	St. L., Alton & T. H.....Ill. & Ind.	11.768,400	*	.....	255,192	4,768,400	7,000,100	197,297	57,894	70.4	368,120	166,484	445,313	498,743	133.290	—	100	104
Dec. 31, 1876	—	14.0	—	—	13	11	4	585	Belleville Branch.....Illinois.												(3½ mos.					
Dec. 31, 1876	226.5	4.4	30.4	—	28	16	5	1,214	St. Louis and San Francisco.....Mo.	37,942,700	*	.....	.....	25,400,000	12,542,700	.....	.....	330.9	.....	.....	.....	507,587	316,964	—	100	10½
Dec. 31, 1876	195 3	489.0	98.9	—	120	51	22	2,627	*St. Louis, Iron Mt. and So.* ¶..Mo. & Ark.	44,755,806	*	4,905,500	35,798	21,510,253	24,797,000	3,006,803	—	684.3	1,896,671	1,167,035	611,841	4,002,045	1,928,945	—	100	27½
Oct. 31, 1876	307.0	47.0	35.5	—	46	17	7	608	St. Louis & S. Eastern...Ill., Ky. & Tenn.	19,895,146	—	6,203,750	—	10,841,100	9,500,000	21,130,668	739,660	356.0	1,223,364	.....	.....	1,111,423	234,006	—	100	.....
Dec. 31, 1876	150.6	—	12.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.).Ill.	5,072,800	—	.....	.....	2,347,800	2,725,000	.....	.....	150.6	.....	.....	.....	.....	240,000	—	100	.....
Dec. 31 1876	245.5	114.5	59.8	—	91	58	19	1,962	St. L., Kansas City & Northern.....Mo	31,827,084	*	1,596,829	660,351	24,000,000	6,993,000	723,794	723,794	525.5	2,587,730	.....	.....	3,143,266	1,209,389	—	100	15½

Pennsylvania Railroad.

The following is the statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for April, 1879, as compared with same month in 1878, and shows:

An increase in gross earnings of..... $120,217
A decrease in expenses of..... 33,515

An increase in net earnings of..... $153,732

The four months of 1879, as compared with the same period in 1878, show

An increase in gross earnings of..... $746,258
An increase in expenses of..... 3,723

An increase in net earnings of..... $742,535

All lines west of Pittsburg and Erie for the four months of 1879 show a surplus over all liabilities of $221,520, being a gain over the same period in 1878 of $13,229.

Statement of the Public Debt of the United States, May 1, 1879.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	$260,000 00	$4,333 33
6 per cent. 1881 bonds, 1861..	18,415,000 00	298,300 00
6 per cent. bonds, 1881 (Oregon,) 1861.....	945,000 00	18,900 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	3,786,427 00
6 per cent. 1881 bonds, 1863..	75,000,000 00	1,500,000 00
5 per cent. 10-40 bonds, 1864..	192,631,800 00	1,606,931 67
6 per cent. consols, 1867.....	127,786,950 00	2,555,139 00
6 per cent. consols, 1868.....	35,524,400 00	710,488 00
5 per cent. funded loan of 1881	564,440,350 00	6,355,504 37
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	453,363,700 00	1,854,893 16
Refunding Certificates.....	3,134,250 00	
3 per cent. navy pension fund, 1868.....	14,000,000 00	140,000 00
Aggregate of debt bearing interest.....	$1,968,962,800 00	$20,775,916 53
Interest due and unpaid		5,166,998 77

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,300 00	213 39
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	406,000 00	198 31
6 per cent. 5-20 bonds, called June, 1864	73,450 00	271 61
6 per cent. 5-20 bonds, called 1865	156,850 00	60,968 70
6 per cent. Consol. bonds, called, 1865.....	3,561,250 00	67,101 09
6 per cent. Consol. bonds, called, 1867.....	62,508,950 00	937,634 50
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,700 00	1,141 30
5 per cent. 1 year notes, 1863.	49,295 00	2,476 85
per cent. 2 year notes, 1863.	38,050 00	2,063 15
6 per cent. compound interest notes, 1863-64.....	261,550 00	52,010 39
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	148,450 00	6,331 44
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$67,429,110 26	$1,208,641 69

DEBT BEARING NO INTEREST.

Demand notes 1861-62.....	$61,615 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	31,635,000 00	
Fractional currency, 1862-3-4	15,913,009 52	
Coin certificates, 1863.....	17,772,600 00	
Silver certificates, 1878.....	1,977,020 00	
Unclaimed interest.....		3,647 03
Aggregate of debt bearing no interest.....	$412,040,260 52	$3,647 03

Athol Railroad.

The sale of the Athol Railroad took place at Springfield Mass., on the 22d inst., and as was expected the property did not change hands. The division from Athol to Barrett's Junction was first put up and sold to Willis Philips at his first bid of $125,000. The other end of the road went in like manner for $270,000, making the price of the entire property $395,000. The bonds upon the whole, with interest, amount to about $700,000. It is understood that the purchase was in the interest of Chester W. Chapin, who owns a majority of the bonds. The bondholders will meet June 16 to organize a new company, converting the old bonds into stock of the new corporation.

Houston and Texas Central Railway.

The following is a comparative statement of earnings and expenses of the Houston and Texas Central Railway for the months of April, 1878, and April, 1879:

	1878.	1879.
Earnings	$143,077 14	$158,318 28
Expenses (including taxes)	156,926 72	131,302 91
Net	*$13,849 58	$27,015 37
Decrease in gross earnings (80.65 p. c.).		15,311 14
Decrease in expenses (16.33 p. c.)....		25,623 81
Increase in net earnings.....		$40,864 95

* Deficit.

☞ The receipts of the Louisville and Portland Canal for the year ending June 30, 1878, were $99,613 50, being $34,449 95 in excess of expenditures, and $52,620 11 in excess of operating expenses. The expenses during the year were $65,163 55. Of this amount $18,170 16 were applied to extensive repairs and improvements of a permanent nature, leaving $46,998 39 as the expense of operating the canal. During the year there passed through the canal 895 passenger boats, 487 towboats, 705 model barges, 2,527 square barges and 158 small boats. Aggregate tonnage, 1,299,478.

☞ From St. Paul, Minn., under date May 24, we learn that the St. Paul and Sioux City Railroad Company has completed arrangements with Eastern capitalists which will enable it to begin at once an extension of its road from Hersey, Minn., west to the Missouri River, and ultimately to the Black Hills. Three roads now leave that objective point, the others being the Omaha and Nevada and Chicago, Milwaukee and St. Paul, and making every effort for precedence.

☞ The surveys and estimates for the new railroad between Brockton and Stoughton, Mass., have been completed and the cost, exclusive of land damages, foots up $98,005; and from Brockton to Campello, $25,560 more. A meeting is soon to be held for the purpose of securing subscriptions.

☞ The gross earnings of the Philadelphia and Erie Railroad Company for the month of April, 1879, were $215,607 04, the expenses $172,840 40, and the net earnings, $43,266 64.

☞ The Columbus and Marysville Railroad is finished from Hillsboro to Sardinia, and iron and rolling stock contracted for.

Philadelphia Stock Exchange.

Closing Prices for the week ending May 27.

	W. 21.	Th. 22	F. 23.	Sat. 24.	M. 26.	Tu. 27.
Allegheny Val. 7 3-10s..	113½	113½	....	113½	113½	....
7s, Income.....	35	....	35	35	35	35
Camden & Am. 6s, 1883....	....	....	....	105	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	112½	....	....	113	112½	112½
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	47	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	102	....	....	....	....
Catawissa	13	12½	12½	11½	....	....
Preferred.....	42	44	....	....	43½	....
New preferred.....	42	....	....	....	....	41½
7s, new.....	111	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	115	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s.....	....	....	116	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	7½	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	22½	22	21½	21½	22½	22½
6s, 1884.....	....	....	....	....	....	....
Gold Loan.....	102	....	103	102½	....	....
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Lehigh Valley	39	38	38	37½	38½	39½
6s, new, coupon.....	....	....	....	....	....	....
6s, new, registered.....	....	....	....	....	....	....
7s.....	....	....	....	....	120	....
Consol. mort. 6s, reg.....	....	....	104½	x 104½	104½	....
Little Schuylkill... ...	45½	....	....	....	....	....
Minehill & Sch. Haven	54	....	....	....	....	....
North Pennsylvania ..	48	48	....	47½	....	....
1st mortgage 6s.....	....	....	109½	....	....	....
2d mortgage 7s.....	....	....	....	118	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central. ..	17½	17½	....	17½	17½	18
Northern Pacific	13½	13½	14	13½	14	14
Preferred	39½	39½	41	39½	40½	40
7.30s.....	54	54	55½	....	....	....
Pennsylvania R. R. ...	36½	36½	36½	36½	36½	37½
1st mortgage.....	....	....	105	105½	....	....
Gen'l mortgage.....	....	115½	....	....	....	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Penn. & N.Y. Canal 7s.....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series.	108½	....	....	....	....	109
do. 5s, new.....	....	....	....	....	....	....
Philadelphia City, 6s.....	....	....	....	....	....	....
6s, new.....	120½	120½	120½	121	120½	121
Phila. and Reading.....	20	19½	19½	19½	20½	20½
Debenture bonds	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s, new convertible.....	....	....	....	68	....	....
Gen'l mortgage 7s.....	....	....	....	....	....	114½
Gen'l mortgage, reg..	114	115	112x	....	....	....
Philadelphia and Erie.	10½	10½	10½	10½	....	....
1st mortgage, 6s.....	....	....	....	....	106	....
2d mortgage, 7s.....	....	....	....	....	....	....
Pittsb., Cin. & St L. 7s	107	107	....	....	107	....
Pittsb., Titusv. & Buff..	6½	5½	6	5½	5½	5½
7s.....	32	32	32	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
Preferred.....	10	10	....	....	....	....
6s, 1872.....	....	....	....	....	....	99½x
6s, 1882.....	75	....	....	....	....	....
6s, 1895.....	....	....	....	....	....	....
United Co. of N. Jersey	142	145½	....	142	....	142½
Hestonville, (Horse).	16	15½	16	16	17	16
Chestnut & Wal. (do.).....	....	....	....	....	....	....
Green and Coates (do.).	89	85½	....	....	....	....
2d and 3d streets (do.).....	....	....	....	....	....	....
13th and 15th sts (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending May 27.

	W. 21.	Th. 22	F. 23.	Sat. 24.	M. 26.	Tu. 27.
Baltimore and Ohio ...	110	109½	106½	108½	108½	108½
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	103	....	....	....	....	....
Central Ohio	....	....	27½	....	....	....
1st mortgage	....	....	107½	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	92	....	....	86½	90½	....
2d mortgage, 7s.....	39½	39½	39	38½	39½	39½
3d mortgage, 8s.....	16½	16½	16	....	....	16
Northern Central.....	17½	17	17½	....	....	....
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold.....	....	....	....	....	104	104½
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	23	....	....	....	....
O., Alex. & Manassas 7s....	....	62	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol ..	58½	59½	59½	59	59	59
Consol. Coupons	80	79½	....	....	79½	79½
Deferred Certificates.....	....	....	....	....	....	....
Western Maryland.....	....	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M., do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.....	....	....	....	....	....	....

New York Stock Exchange.

Closing Prices for the week ending May 28.

	Th.22	F.23	Sat.24	M.26	Tu.27	W.28.
Adams Express	108	108	108½	....	108	107½
Albany and Susq.	92½	....	92½	92	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	106½	....	....	
American Express	48½	48	....	....	48½	47½
Atlantic & Pacific Tel.	41	40	40	41	41½	39½
Buri., C.R. & Nor.	36	....	35	34½	....	35
1st mortgage 6s	82	81½	81½	83½	81½	....
Canada Southern	59	....	59	59	59	58½
1st mortgage guar.	83½	83½	83½	83	83	83½
Central of N. Jersey	49½	48½	48½	50½	50	50½
1st mortgage 1890	117	....	....	116½	116½	
7s, consolidated	....	....	....	....	....	
7s, convertible	....	....	....	....	....	
Central Pacific 6s, gold	112½	114½	112½	112½	112½	
1st M. (San Joaquin)	102½	....	101½	....	....	
1st M. (Cal. and Or.)	103	....	....	....	103	
Land grant 6s	....	....	....	....	104½	104½
Chicago and Alton	84½	83½	....	83½	83	
Preferred	....	....	....	....	....	
1st mortgage	117	118	....	....	....	
Sinking Fund	....	106½	106½	....	....	
Chic., Burl. & Quincy	117	117	117	116½	116½	
7s Consol, 1903	121	....	....	120½	....	
8s, 1883	....	....	....	....	....	
Chic., Mil. and St. Paul	49½	48½	50½	50½	50½	
Preferred	89½	89½	90½	90½	90½	
1st mortgage, 8s	....	126½	....	125½	....	
2d mortgage, 7 3-10s	....	....	110½	....	....	
7s, gold	....	....	....	111½	....	
1st M. (La Crosse div.)	....	....	....	....	....	
1st M. (I. and M. div.)	....	....	110	....	....	
1st M. (I. and D. ext.)	106	106	....	....	106	....
1st M. (H. & D. div.)	....	....	....	....	....	
1st M. (C. & M. div.)	....	....	....	....	....	
Consolidated S. F.	108	107½	109	108½	108½	108½
Chic. & Northwestern.	63½	63	62	62½	62½	62½
Preferred	95	94½	94½	95½	95	94½
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	....	119½	119½	119½	....
Consol. Gold bonds	115½	....	115½	116	116	116
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	140½	139	139	....	139	139½
7s, 1896	....	....	....	....	....	....
6s, S. F.	....	....	....	....	....	....
6s, 1917	....	....	....	116	....	116
Clev., Col., C. and Ind.	52	51½	51½	52½	51½	51
1st mortgage	116½	....	....	....	117	....
Clev. & Pittsburg guar.	96½	....	96½	95½	96½	96½
7s, Consolidated	115½	....	....	....	....	....
4th mortgage	....	....	....	....	....	103
Clev., P. and Ash. 7s	....	....	....	....	....	....
7s, new	....	....	....	....	....	....
Col., Chi., & Ind Cent	7	7½	7	7	3½	6½
1st mortgage	75	73½	70	70	69½	70
2d mortgage	....	26	25	....	25	23½
Del. & Hudson Canal	49½	47½	46½	47½	47	48½
Reg. 7s, 1891	103½	103½	....	....	103½	103½
Reg 7s, 1884	....	....	....	....	102½	....
7s, 1894	104	....	105	....	105	....
Del., Lack. & Western.	57½	56½	56½	57½	57½	57½
2d mortgage 7s	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	28½	28½	28	28½	27½	27½
Preferred	52½	51½	51½	52½	51½	51½
1st mortgage	....	....	....	....	119½	119½
2d mortgage	103½	....	103	....	....	....
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
5th mortgage	115	....	....	....	....	....
7s, Consol. gold	111½	111½	111½	111½	110½	110½
Great Western 1st mort.	108	xc....	....	....	....	....
2d mortgage	87x	87½	88	....	87½	....
Hannibal & St. Joseph	22½	22½	21½	22½	21½	21
Preferred	44½	44½	44	43½	42½	43
8s, Convertible	108	....	108½	138½	108½	....
Illinois Central	87½	87½	86½	87½	87	86½
Kansas Pacific	59	59½	....	....	57½	....
Lake Shore & Mich. So.	74½	74½	74½	75½	75½	75½
Consol. 7s	121	....	....	....	....	....
Consol. 7s, reg	119½	....	....	....	....	....
2d Consolidated	115½	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	117½
Long Dock bonds	....	....	....	....	....	111
L'ville & Nash. 7s Cons	111½	....	....	....	....	....
Metropolitan El. 1st M.	105½	108½	108½	108½	108½	105½
Michigan Central	80½	80	79½	80½	80½	80½
7s, 1902	119½	....	....	118½	....	119½
8s 1882, S. F.	....	....	....	....	109	....
M. S. and N. I. 1st, S.F.	110½	....	110	....	....	....
Morris and Essex	91½	91	90½	90½	90½	91
1st mortgage	....	....	....	....	122½	....
2d mortgage	113½	....	113½	113½	....	....
7s of 1871	....	....	....	109	109½	109½
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	101½	....	....
New Jersey	....	....	....	....	142	....
N.Y. Cent. & Hud. Riv	120	....	120	119½	119½	119½
7s, Sinking fund, 1876	....	....	....	....	....	....
6s, Sinking fund, 1883	105	....	....	....	....	105½
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage reg.	....	....	....	....	....	....
N. Y. Elevated	195	192½	192	190	185	188
1st. Mortgage	114½	115½	115½	116½	116½	114
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	123½	....

New York Stock Exchange.

Closing Prices for the week ending May 28.

	Th.22	F.23	Sat.24	M.26	Tu.27	W.28.
N. Y., Lake Erie & W.	....	....	....	....	....	....
2d Consolidated	74½	73½	73½	73½	72½	72½
New 2d 5s fund	78½	78	77½	77½	76½	76½
N.Y., N. Haven & Hart	....	....	165½	165	....	....
North Missouri 1st M.	....	115½	116½	....	....	116½
Ohio and Mississippi	15½	15½	15½	15½	15½	15½
Preferred	....	39½	....	39½	39	....
2d mortgage	....	....	....	92	92	93
Consolidated 7s	....	....	111½	....	111½	111½
Consol. Sinking fund	....	....	112	....	....	....
Pacific Mail S. S. Co.	14½	14½	14½	15½	14½	15½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	108½	108½	1.8½	108½	....
2d mortgage	....	....	....	....	....	108½
Panama	....	....	149	....	....	....
Pitts., Ft. W. & Chi. gtd	....	111	110½	110	110	110½
1st mortgage	....	....	....	125	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	118	....	....	....	....
Pullman Palace Car	....	....	82	....	....	....
Quicksilver Mining Co	....	....	16½	16½	16½	15½
Preferred	....	....	38	39	38½	38½
St. Louis & San Fran.	11	10½	10½	....	....	10½
Preferred	12½	12	12	11½	11½	11½
1st Preferred	24½	24½	24½	....	24	23½
St. L., Alton and T. H	....	8	10½	..	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	114	....	....
2d mort. preferred	....	....	....	....	84½	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S'thn	25½	25	29½	29½	29	27½
1st mortgage	....	....	115	....	....	....
2d mortgage	....	96	94½	95	94	....
St. L., Jack. & Chi. 1st	....	....	....	....	....	....
St. L., Kan. City & N.	15½	15½	15½	15½	15	15½
Preferred	42½	42½	42½	42	40½	41½
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	74½	74½	74½	74½	74½	74
1st mortgage	....	....	112½	112½	112½	....
Land Grant 7s	....	112½	....	113½	113½	....
Sinking Fund 8s	114½	114½	....	....	....	114½
United States Express	47½	47½	....	....	....	46½
Wabash	38½	38½	37½	38½	37½	37½
1st mortgage	....	109xc	....	....	....	....
2d mortgage	87½xc	88	89	....	87½	87
7s, Consolidated	....	75½xc	75½	....	74½	....
St. Louis Division	....	....	95xc	96	94½	....
Wells-Fargo Express	99	....	98	97½	97	....
Western Pacific bonds	....	....	....	....	107½	....
Western Union Tel	113½	113½	113½	114	113½	114½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending May 28.

	Th.22	F 23.	Sat.24.	M 26.	Tu 27.	W.28.
Atch., Top. and San. Fe	114½	114½	116	116½	114½	115½
1st mortgage	113½	114	114	....	113½	113½
2d mortgage	115½	115½	116	116½	116½	115½
Land Grant 7s	113½	....	....	....	....	....
Income 8s	....	108	....	....	....	....
Boston and Albany	133½	133½	133½	134	134	134
7s, reg	....	....	....	....	....	....
6s, 1896	....	....	....	....	....	....
Boston and Lowell	....	....	....	69	....	69
7s	....	....	....	....	....	....
Boston and Maine	113	113½	113½	112½	....	113½
Boston and Providence	115	115	....	....	....	....
Boston, Hart. & Erie 7s	38½	38½	37½	37½	37	37
Burl. & Mo. R. L. G. 7s	....	....	116	....	....	....
Burl. & Mo. R. in Neb.	129	129	....	128	....	128½
6s, exempt	106	106	....	106	106½	106½
Chi., Burl. and Quincy	117½	117	116½	116½	116½	....
7s	....	....	....	....	....	....
5s, new	....	....	....	....	....	....
Cin., Sand. and Clev.	7½	7½	....	....	7½	7½
Concord ($50)	....	....	79	....	....	....
Connecticut River	143½	....	....	....	....	....
Eastern	17	16½	16½	16½	15½	15½
New 5½ Bonds	72½	73	74½	74½	73½	72
Fitchburg	....	115	....	114	....	....
Kan. C., Top. & West.	113½	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Michigan Central	....	81	....	....	....	....
Nashua and Lowell	101½	....	....	....	....	....
N. Y. & New England	36	36	....	....	....	....
7s	....	107½	107½	106½	106½	105½
Northern, N. H.	....	....	....	....	....	....
Norwich & Worcester	123	....	—	....	....	....
Ogden. & Lake Champ.	....	16	16	....	16	....
Preferred	....	....	....	58	....	....
Old Colony	103½	103½	102	102	100½	100½
7s	....	....	....	....	....	....
Ph., Wil. & Balt. ($50)	66½	66½	....	....	66½	67
Portl'd, Saco & Ports.	....	....	....	....	98½	....
Pueblo & Ark. Val.	67	64	66	66½	64	63½
7s	107½	....	....	106½	....	....
Pullman Palace Car	82	82	82	82	81½	....
Union Pacific	....	....	75	74½	75	75
6s	109½	....	....	109½	....	109½
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	112½	112½	....	....	112½	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	115½	....	....	115
Worcester and Nashua	....	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	178	179½	....	179½	179	178
Quincy	13½	14	....	....	....	....

New York Stock Exchange.

Closing Prices for the week ending May 28.

	Th.22.	F.23.	Sat.24	M.26.	Tu.27.	W.23.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	....	103½	103½	103½	102½	102½
U. S. 4s, 1907, coup	....	103½	103½	103½	103½	102½
U. S. 4½s, 1891, reg	106½	106½	....	106½	106½	106½
U. S. 4½s, 1891, coup	....	....	....	107½	107½	....
U. S. 5s, 1881, reg	104	104	....	103½	103½	103½
U. S. 5s, 1881, coup	104	....	....	104	103½	....
U. S. 6s, 1881, reg	....	107½	....	107½	107	....
U. S. 6s, 1881, coup	107½	....	107½	107½	107½	....
U. S. 6s, Pac. R. R. issue	125½	....	....	125½	....	....
Dt. of Columbia 3-65s	88½	88½	88½	88½	88½	87½

London Stock Exchange.

	—Closing Prices.— May 9.	May 16.
Atlantic & Gt. W. 1st mort., $1,000	34 — 36	— — —
Do. 2d mort., $1,000	13 — 15	— — —
Do. 3d mort., $1,000	5½ — 6½	— —
Central Pacific of California 1st mort.	114 —115	114 —115
Detroit & Milwaukee 1st mort. bonds	55 — 60	55 — 60
Do. 2d do.	55 — 60	55 — 60
Erie shares, $100	— — —	— — —
Do. Reconstruction Assess. $6 pd.	30 — 31	30 — 31
Do do. $4 pd.	28½— 29½	28 — 28½
Do Preference Shares	— — —	— — —
Do. Con. Gold Trust, Cer. ex Fcoup	— — —	— — —
Do. 1st Consol. Mort. ex-certif	— — —	— — —
Do. with Rec. T's Certs. of 6 Cou.	113 —115	113 —115
Illinois & St. Louis Bdge 1 mort. stg.	90 — 92	90 — 92
do. do. 2 mort. stg.	43 — 43	43 — 43
Illinois Central $100 shares	88 — 90	90 — 92
Lehigh Valley Consol. mortgage	103 —103	103 —103
Marietta and Cincinnati Railway	— — —	— — —
N. Y. Cent. & Hud. Riv. Mt. bonds.	126½—127½	126 —127
Do. $100 shares	— — —	— — —
N.Y., Lake Erie & W. F. C. bonds	79½— 80½	76 — 77
Pennsylvania, $50 shares	39 — 40	38 — 39
Do. 1st mortgage	105 —107	105 —107
Do. Con. Sink. Fund Mort.	108 —110	108 —110
Philadelphia and Reading $50 shs.	17 — 19	20 — 21
Pittsbg, Ft. W. & Chic. Equip bds.	111 —113	110 —112
Union Pacific Land Grant 1st mort.	113 —115	114 —116

American Railroad Journal.

Saturday, May 31, 1879.

Financial and Commercial Affairs.

In response to an enlarged volume of business and increased activity in all departments money has been in better demand throughout the week, and rates have fluctuated from 8 to 7 per cent, with an abundant supply at the latter figure. Prime mercantile paper is scarce at 5 per cent discount, most having been placed at 4. Time loans have varied from 2½ to 3½. The Bank Statement shows the effects of a greater demand for accommodation, the aggregate of deposits having decreased during the week $3,079,100, legal tenders $5,866,000, and the increase of loans $3,978,000, accounting for the bulk of the difference between the two items of decrease. The increase in the loan account of the Banks during the last four weeks has been above 26 millions, and may be held to indicate in great degree the measure of the assistance the Banks have rendered in sustaining the Government Bond market.

Transactions in Governments are mainly in the new Fours. The amount now in the hands of the Syndicate is not exactly known, but is probably about 20 millions. At this time of writing they are holders rather than sellers, their asking price of 103½ with five-eighths added for accrued interest being at least one half per cent above the present market quotation. If prices drop below this it is probable the Syndicate will renew their purchases, since the Banks which have not yet replaced their called Bonds must eventually be buyers at whatever may be the ruling rates.

The sale of the 4 per cent refunding certificates in the Atlantic cities and Washington is now closed, and the balance undisposed of, about 10 millions, is reserved for Post Office and other sales

in the interior. Notice is given by the Treasury that it will redeem in June, without rebate, the Bonds that mature in July. At the close of the market on Wednesday the current quotations of the various issues were as follows:

United States 6s, 1881, registered, 107@107¼; do. coupon, 107@107⅛; 5 per cents, 1881, registered, 103⅛@103¾; do. coupon 103⅛@103⅝; 4½ per cents, 1891, registered, 106⅜@106½; do. coupon, 107⅜@107⅝; 4 per cents, 1907, reg., 102⅝@102⅞; do. coupon, 102⅝@102¾.

The market for sterling is weak, actual business being done at from ⅛ to 1 cent below the quoted rates of 4.88 and 4.89½.

The exports of produce from this port for the week ending Tuesday last, were $5,372,627, against $6,665,896 for the corresponding week last year. The totals since January 1, this year to date, being $126,470,862, against $140,337,966 for 1878.

In Railway bonds and shares a large business on generally advancing rates has been the feature of the week, with exceptions incident to realizations of the large advance that has recently been established.

The Coal Lines are all in better demand as two of the leading coal companies have advanced prices and freight rates aggregating 25 cents per ton for all of next month's deliveries, with the rumor of a further increase for July.

The deliberations of the Isthmian Canal Congress at Paris have had no effect in depressing Panama Railroad stock, which is firm at 148 to 150.

Of notable changes during the week we remark the consolidation of the New York Elevated and the Metropolitan Elevated Railroads, under the management of a third company, the Manhattan, created to work the two roads and secure that harmony and security which was found to be impossible between two rival companies using the same track for a portion of their route, and running on nearly parallel lines for the remainder. The lease of each road is for 999 years; ten per cent is guaranteed on the capital stock of each company as well as the payment of their bonded debts. On Saturday last the receipts of the Manhattan from its two roads was over $12,000 and the anticipated travel when the Second Avenue line is completed is 250,000 daily. The first intimation of a compromise sent the stock of the New York Elevated up to 200, but recent sales have been made at 184. Most of the quotations in the stock of this road have been based on sales of very small lots which have established no price for a block of the stock.

The Philadelphia Share market has been active during the week with Reading as its specialty. The April statement of that company which was issued on Saturday last shows an increase of receipts for the fiscal year to date, of $1,600,000, and of net profits of about $1,000,000. This fact, coupled with an intimated advance of 25 cents per ton in the price and freight of coal, imparted great strength to quotations. Over 17,000 shares changed hands on the Philadelphia Exchange on Saturday running the price up from 18⅛ to 19¼. Since that date the rise in the price of coal has been officially notified, and the Wednesday's quotation is 20⅛ for Reading and 37¾ for Pennsylvania. The Philadelphia Record remarks, in reference to the advance cost of coal, that the market is already stocked with 3,500,000 tons of anthracite more than it took last year, and seasonably suggests that a severe check to sales may be the result of the Reading's policy.

The shares of the Houston and Texas Central Railway have been in active but quiet demand during the last week, and are now quoted at 45 bid. This rapid appreciation induced an enquiry on our part as to what had occurred at the recent annual meeting in Houston held for election of officers, but no information could be obtained either at the company's agency in Wall Street nor at Messrs. Cisco's, the company's Bankers in this city. The statement of the road's earnings for last month, which appears elsewhere, though indicating a small credit balance on operations, can hardly account for the sudden enquiry for stock.

We report a firm market for State Bonds, especially for the low priced class. More attention is being given to these securities now that the best of the Railroad Stocks and Bonds has reached a price beyond which a large rise is very improbable. North Carolina Special Tax Bonds, which not long ago were to be bought at a cent on the dollar, are now quoted at from 3 to 3⅛.

South Carolinas are quoted at 10 bid and but few sales at that price.

Arkansas State Bonds are being quietly taken out of the market at prices ranging during the week, from 4 to 7 per cent. Purchasers for amounts exceeding ten Bonds cannot get supplied at the latter figure.

There is room for a large and a sudden appreciation in all these securities, and the indications are that this rise will occur as soon as it is found by those who are now clearing the market, that holders decline to deal at the present low figures.

We are not yet in receipt of any definite information with respect to the reported decision of the Supreme Court compelling the State of Arkansas to receive its bonds issued in aid of the Railroads traversing the State, as payment for taxes, &c., due by the roads, and for which they are now being sued. Such a decision would obviously be equitable, since part of the indebtedness of the roads is for the interest guaranteed by them on the Bonds issued in their behalf, and which the State has hitherto collected and nevertheless defaulted in payment to the holders of the Bonds. That this decision will eventually be made is inevitable, and in anticipation the bonds are being picked up here as they offer. Present holders will undoubtedly benefit by waiting for better times. Nothing has been paid on these bonds since their issue in April, 1873, and the accrued interest now amounts to $420 on each $1000.

In the Produce market, Wheat is firm although the demand is not very active. Fluctuations have been within a range of 1⅛ to 2 per cent through all varieties. Wednesday's sales of 240,000 bushels of No. 2 red, at 1 15⅛ to 1 16 give a fair idea of the tone of the market for the past week. Corn is in better demand at from 40@46 for ungraded and 51 to 52 for No. 2, white.

Cotton has not maintained its recent rise the price having fallen off about 50 points during the first three days of the week, from 13.18 to 12.72. In freights no notable change is remarked. Tonnage is in good supply; at Baltimore better rates are made for the carriers than in this port and if the demand there continues it may make charter a little stiffer here.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisville and Nashville R. R., 62; Ind., Cin., and Laf. R. R., 3¼; Keokuk and Des Moines R. R., 11½; do. 1st, 93; Chicago, St. Paul and Minn. R. R., 28½; do. inc., 82½ do. 1st, 102; Missouri, Kansas and Texas R. R., 15; do. consol. ass., 66½; do. 2d, 32¾; Denver and Rio Grande 1st, 95⅝; Winona and St. Peter 1st, 110; do. 2d, 104¾; Central of New Jersey conv. ass., 94; do. 1st consol. ass., 93½; do. Adjm't, 101; do. Income, 60; Chesapeake and Ohio R. R., 6¾; do. 1st pref, 12½; do. cur. int., 18; do. 1st, 6s, Series B, 44; Clev., Col., Cin. and Ind. 1st consol., 104; St. Louis, Kansas City and Northern R. E. 7s, 1895, 104; do. 1st Omaha div., 103¾; International 1st pur. com. rec., 86; do. 2d do. 25; Albany and Susq. consol., 102; Nashville, Chattanooga and St. Louis R. R., 42; do. 1st, 105; Lehigh and Wilkesbarre con., ass., 60¼; do. inc., 35; St. Louis and Iron Mt. 1st Inc., 68; do. 1st Arkansas Br. 98; Cairo and Fulton 1st, 99½; South Pacific 1st, 100; St. Louis and San Francisco 2d, class B, 44; do. A, 74; do. C, 42; Dubuque and Sioux City R. R., 55; New Jersey Southern R. R., 3⅝; Kansas Pacific 7s, Denver div., trust rec., 111¼; Rome, Watertown and Ogdensburg 1st consol., 46½; Hudson River 2d, S. F., 113½; Kansas Pacific 6s, J. & D., 1896, with coupon certif., 119¼; do. L. G., 1880, do., 119½; do. 7s, Leavenworth Br., do., 81¼; Cincinnati and Springfield 1st, guar. by Clev., Col., Cin. and Ind. 96½; Marietta and Cincinnati 1st pref., 6; Jefferson 1st, 98; Am. Dock and Imp. 7s, ass., 75; Chicago, St. Louis and New Orleans 1st consol., 93½; Rensselaer and Saratoga R. R., 105⅞; Houston and Gt. Northern 2d, pur. com. rec., 24¾; Toledo, Peoria and Warsaw Pur. Com. rec., 103⅜; Louisiana and Missouri River 1st, 106½; Nashville and Decatur 1st, 108¼; Am. Dist. Tel., 69¾; Gold and Stock Tel., 82; Canton Co., 45; Standard Mining Co., 33¾; Homestake 36; Ontario Silver, 39; Sutro Tunnel, 4⅝; Mariposa Mining 7¼; do. pref., 7¼; South Carolina 6s, non fund., 2¾; Missouri 6s, 1887, 106⅞; do. 1886, 107; do. fund 1894-'95, 110; Connecticut 6s, 107½; Louisiana 7s, consol., 49; Alabama Class C, 58; Virginia 6s, consol., ex mat. coupon, 59¼; North Carolina 6s, old, A. & O., 24; Jersey City W. L., 103⅞. The latest quotations are: Adams Exp., 107½@108; American Exp., 47@47⅛; Atlantic and Pacific Telegraph, 39@40; Central Railroad of New Jersey, 50⅝@50¾; Chicago, Burlington and Quincy, 116@116¾; Chicago and Alton, 82⅛@83; do. pref., 111@114; Chicago and Northwestern, 61¼@62⅝; do. pref., 94⅞@95⅛; Chicago, Milwaukee and St. Paul 50¾@50⅞; do. pref., 90½@90¾; Chicago, Rock Island and Pacific, 139@139½; Cleveland, Columbus, Cincinnati and Indianapolis, 51¼@52; Cleveland and Pittsburg, 96¼@96½; Delaware and Hudson Canal, 48¼@48½; Delaware, Lackawana and Western, 57⅛@58; Erie, 27⅜@27½; do. pref., 51⅜@51½; Hannibal and St. Joseph, 21½@21¼; do. pref., 42¼@42¾; Illinois Central, 86¼@86⅞;

Kansas Pacific 57@58; Lake Shore and Michigan Southern, 75¼@75½; Michigan Central, 80½@80¾; Morrris and Essex, 90⅞@91; N. Y. Central and Hudson River, 119@119¾; New York and Harlem, 159@162; Ohio and Miss., 15½@15⅝; do. pref., 34@38; Pacific Mail, 15¼@15½; Panama, 148@150; Pittsburg, Ft. Wayne and Chicago, 110@111; Quicksilver, 14¾@15⅝; do. pref., 38¼@39; St. Louis, Kansas City and Northern, 15¾@—; do. pref., 41⅜@42; Union Pacific, 72¾@74½; U. S. Express, 46¼@46¾; Wells Fargo Express, 97@97¾; Western Union Telegraph, 114½@114¼; Wabash, 37⅞@38.

Philadelphia.—West Chester and Philadelphia 7s, 118; Philadelphia and Reading R. R. scrip, 70; do. consol. gold, 6s, reg., 100; do. Income 7s, 69; Am. S. S. Co. 6s, 95; Steubenville and Indiana 6s, M. & N., 104; Lehigh Nav. 7s, consol. mort. 91; Texas Pacific 1st mort., 98½; do. consol., 81; Western Pennsylvania 6s,100; Belvidere Delaware 3d mort., 102¾; Northern Central 5s, 67; Hestonville R. R. 6s, 100; Susq. Coal, 6s, 97¼; Philadelphia and Reading Coal and Iron deben. 7s, 53; West Jersey R. R. 6s, 110; Philadelphia, Germantown and Norristown R. R., 103; Peoples' Passenger R. R. 17⅞; Central Transp., 44½; Germantown Pass. R. R., 60; Susq. Canal, 8; Morris Canal, 53; Spruce and Pine R. R., 51; West Philadelphia R. R., 65; Pittsburg Avenue 7s, 105⅜; do. 7s, W. L., 113; do. Compromise 5s, 91; Cincinnati 7.30s, J. J., 116¾. The latest quotations are: City 6s, 105⅞@106⅛; do. free of tax, 120⅛@121; Pennsylvania State 6s, 2d series, 102@102⅛; do. 3d series, 108⅜@108⅝; do. 5s, new loan, 112⅛@113; Philadelphia and Reading, 20⅛@20¼; do. Gen'l mort. 7s, coup., 114⅜@115; do. reg. 111¼@111¾; do. mort., 6s, 1880, 104¼@105½; do. 7s, new conv., 69@70; do. 7s, 1893, 118@119½; United New Jersey R. R. and Canal Co., 142½@143; Pittsburg, Titusville and Buffalo R. R., 5⅛@5¼; do. 7s, 80@82; Camden and Amboy mort. 6s, 1889, 112⅜@112⅝; Pennsylvania R. R., 37⅝@37¾; do. 1st mort., 105¼@105½; do. gen'l mort., coupon, 115⅛@115⅝; do. reg., 116@116¼; do. consol. mort. 6s, reg., 108⅛@110; Little Schuylkill R. R., 45⅞@46⅛; Morris Canal, 54@54⅛; do. pref., 135@135½; Susq. Canal, 7¼@8; do. 6s, 38@40; Schuylkill Nav. 7⅛@8⅛; do. pref., 9⅞@10⅛; do. 6s, 1882, 74¾@75¼; do. 1872, 99½@100; Elmira and Williamsport pref., 45@45¼; do. 7s, 115⅜@115⅝; do. 5s, 80⅛@80⅜; Lehigh Coal and Navigation, 22½@22⅝; do. 6s, 1884, 107⅛@108; do. R. R. loan, 107⅛@109; do. Gold Loan, 102⅞@103⅛; North Pennsylvania, 47⅛@48; do. 6s, 110@110½; do. 7s, 118½@120; do. Gen'l mort. 7s, reg., 115@119; Philadelphia and Erie, 10@10⅛; do. 6s, 106@106¼; do. 7s, 111@120; Minehill, 54¾@54½; Catawissa, 11⅛@12⅛; do. pref., 43@45; do. new pref., 41¾@42; do. 7s, 1900, 111@111¼; Lehigh Valley 39¼@39⅝; do. 6s, coupon, 116@117; do. reg., 116@118; do. 7s, reg., 118@120; do. consol., mort., 104⅛@104⅞; Fifth and Sixth streets (horse), 100@105; Second and Third, 88@90; Thirteenth and Fifteenth, 62@64; Spruce and Pine, 50⅞@51; Green and Coates, 85¾@86¼; Chestnut and Walnut, 74@79; Hestonville, 16½@16⅞; Germantown, 61⅞@62⅛; Union, 75@82; Lombard and South, 10⅛@17; West Philadelphia, 65@65⅛.

Baltimore.—Virginia Peelers, 41; Virginia Black scrip, 17¼; Maryland Defense 6s, 109¼; Baltimore and Ohio scrip, 108⅛; Central Ohio pref., 46; Canton 6s, 104; Cincinnati and Baltimore 7s, 104; Marietta and Cincinnati 1st mort. Sterling, $100, 82; South Side 3d mort., 80; Virginia and Tennessee 8s, 110; do. 6s, 100½; Orange and Alex. 4th 8s, 22¼; Baltimore City 5s, 1916, 110½; do. 6s, 1890, 116⅝; do. 1884, 109; do. 1902, new, 117; do. 1886, new, 110; Cincinnati 7.30s, J. & J., 117. The latest quotations are: Wilmington and Weldon 7s, 104@—; Wilmington, Columbia and Augusta 7s, 33¾; Cincinnati and Baltimore, 7s, 104@104; Richmond and Danville 1st mort., 1880, 92½@—; Pittsburg and Connellsville 7s, 1898, 110½@111; Baltimore and Ohio, 108¼@109; do. scrip 108@108½; do. 6s, 1880, 103@—; do. 1885, 108@—; Northern Central, 17@18; do. 6s, 1885, 108¼@110; do. 6s, 1900, 106@—; do. 6s, 1900, gold, 104@104¼; Marietta and Cincinnati 1st mort. 1892, 90½@91; do. 2d mort. 7s, 89¼@89½; do. 3d mort. 8s, 15@16; Central Ohio, 27@27; do. pref., 44@44; do. 1st mort., 107@107½; Western Maryland 1st mort. unindorsed, 103@105¼; do. 2d mort. pref., 90½@100; do. 2d mort., guar. by Washington Co., 108@—; Virginia and Tennessee 2d mort. 6s, 98@102; do. 3d mort. 8s, 109@111; Orange and Alexandria 2d mort. 6s, 90@100; do. 4th mort. 8s, 22@28; Orange, Alex. and Manassas 7s, 62@65; Baltimore 6s, 1884, 109@110; do. 1886, 111@—; do. 1886, new, 110@—; do. 1890, 116⅝@117; do. 1900, 116½@117; do. 1900, new, 117@—; do. 1902, 118@—; do. 1902, new, 117@117; do. 6s, exempt, 118@120; do. 5s, 1894, 109@109¾; do. 5s, 1916, 110¼@110¼; Maryland Defense 6s, 1883, 109⅜@—; do. 6s, exempt, 114@—; do. 6s, 1890, 111@—; do. 5s, 100@—; Virginia consol. 6s, 59@59¼; do. 2d series, 40½@42; Virginia Consol. coupons, 79⅝@79¾; West Virginia def. certif., 8@9; Baltimore City Passenger R. R., 35@—; Canton Co., —@50; do. gold 6s, 103¼@104¼; Union R. R., Canton end., 108@—; Marietta and Cincinnati 1st mort. Sterling, 85½@87.

Boston.—Kansas City, St. Joseph and Council Bluffs 7s, 87¾; Denver and Rio Grande R. R., 29½; do. 7s, 94½; Missouri River, Fort Scott and Gulf 10s, 89; Cheshire 6s, 1896, 102⅞; Old Colony 7s, 1894, 117½; Nashua, Acton and Boston 1st, 10; Ogdensburg and Lake Champlain 1st, 99; Sioux City and St. Paul R. R., 8; do. 1st pref., 18¼; do. 2d pref., 10; do. 8s, L. G., 40; do. 7s, 1901, 73; Burlington and Missouri River in Nebraska 8s, 1883, conv., 123; do. 6s, 1918, non-exempt, 102⅜; Missisquoi 7s, 1891, 5; Boston, Revere Beach and Lynn R. R, 95¼; do. 6s, 1897, 100; Little Rock and Ft. Smith 7s, 1905, 45; Connecticut Western 1st mort., 16¾; Vermont Central 1st, 10; Vermont and Massachusetts 6s, 1883, 105; Cedar Rapids and Missouri River R. R., 102; Chicago, Dubuque and Minnesota R. R., 37; Indianapolis, Cincinnati and Lafayette R. R., 1⅛; Rutland R. R., 1¾; do. pref., 12¼; do. 8s, 1902, 81; Kansas City, Lawrence and Southern R. R., 24; Detroit, Lansing and Northern pref., 97½; Portsmouth, Gt. Falls and Conway R. R., 8; Chicago and West Michigan R. R., 20; Connecticut and Passumpsic Rivers pref., 43½; Manchester and Lawrence R. R., 136; Boston, Clinton, Fitchburg and New Bedford pref., 70; Winnisimmet R. R., 39; Wichita and Southwestern R. R., 57; Boston Land, 4⅞; Boston Water Power, 2⅝; Brookline Land, 4⅞; Quincy Bridge, 131; St. Louis City 6s, 1894, gold, 107¾; St. Louis County 6s, 1905, 108; Boston 5s, 1882, 103; Quebec 5s, 1908, 100⅝; Chicago 7s, 1880, 101⅜; Cook Co., Ills., 7s, 1880, 102; San Francisco, Cal., City and County 7s, 1897, S. F. gold, 103; Fall River 5s, Sterling, 1894, 104¾; Duncan Silver Mining Co., 4½; Franklin, 8; International, 50c.; Rescue, 4; Ridge, 2¼; Silver Islet, 34¾.

Kings County Elevated Railroad.

The report of the Rapid Transit Commission, appointed by the Supreme Court to enquire as to whether rapid transit would be beneficial or otherwise in the city of Brooklyn, was filed in County Clerk's office on the 28th ult.; and on the 26th inst. was acted upon by the Board of Alderman, and adopted by a vote of 16 to 6. The following resolution was also adopted:

"That the road shall be completed and in full operation from the intersection of Flatbush avenue and Fourth avenue, thence over, through, and along Fourth avenue, to Prospect avenue, and also over, through, and along so much of Atlantic avenue as lies between Fourth and Flatbush, and also from the intersection of Flatbush avenue and Fulton avenue, thence over through and along Flatbush avenue to Atlantic avenue, within two years from June 1, 1879."

It was also voted that the company should enter into bonds with the Mayor and Comptroller in the sum of $200,000, the company agreeing to submit to the arbitration of the assessors on all points of damage or injury sustained by property holders.

St. Paul, Minneapolis and Manitoba Railway.

The purchasers of the St. Paul and Pacific Railroad at the sale, under mortgage foreclosure, being the holders of the bonds, held a meeting at St. Paul, Minn., on the 23d inst. and organized under the name of the St. Paul, Minneapolis and Manitoba Railway Company. By-laws, &c., were adopted, and the following Board of Directors was elected: George Stephen, Montreal; J. S. O. Barnes, New York; Donald A. Smith, Winnepeg; and Norman W. Kittson, J. J. Hill, H. R. Bigelow, and R. B. Galusha, of St. Paul. The board afterward met and elected the following officers: President, George Stephen; Vice President, Norman W. Kittson; Secretary and Treasurer, Edward Sawyer.

☞ The mileage of Canadian Railways at the close of the last fiscal year, according to the report of Mr. C. J. Brydges Superintendent of Government Railways, was as follows: railways actually in operation, 6,143 miles; under construction, (portions completed and track laid,) 721; under construction, 1,041—total, 7,905 miles. The capital was increased by $14,667,070. The earnings of the various railways amounted to $20,520,078. The number of passengers carried was 6,443,924—an increase of 370,691. The number of persons killed on railways was 97, and the number injured 561.

☞ The contract for building the Sandy River Railroad from Farmington to Phillips, Me., eighteen miles, has been awarded to T. & R. Shanahan of Portland at $27,000 per mile, the road to be fitted for rolling stock October 1.

EL CAPITAN.

Mining enterprise, after a long probation of unmerited neglect, is now rapidly assuming that legitimate character which pertains to every business that is founded on a permanent basis and that gives an assured annual return on the capital invested.

There are indeed many speculative mining schemes now before the public entirely deficient in intrinsic worth, and created solely for the purpose of being sold. These will doubtless victimize more or fewer of the credulous speculators who exercise no discernment in making their investments; but no class of industry is exempt from frauds of this nature, and the mining business has this merit, that a very moderate amount of trouble will enable an investor to ascertain whether the Trustees of the Company he is looking into are men of respectability and standing in the community. If he finds this to be the case, he may rest satisfied that the published statement which they endorse is substantially accurate, and he may then rely on his own judgment as to whether the facts put before him meet his views or not.

In our last issue we referred to the incorporation of the El Capitan Mine under the laws of this State; and we now propose reviewing the main features of the undertaking, as it appears to be one of those which give a high credit to mining enterprise, and supply our investing classes with one of the safest and most lucrative forms in which capital can be employed.

The El Capitan is situated on the slope of a picturesque bluff on the Schell Creek range of hills, in White Pine County, Nevada. It is within a day's journey of a station on the Central Pacific Railroad, and possesses the local advantages of an excellent road to a town three miles distant, and of an abundance of wood, water and other natural conveniences, at the foot of the hill on whose declivity the property lies. There is a peculiarity in this valley or cleft separating the two ranges of eminences forming it, which is of much significance in a mineralogical point of view, namely: two distinct formations of rock find their dividing line there, the dark grey limestone of the South side changing into a yellowish gray porphyry on the Northern side. Such a sudden transition in the geological character of the country rock is nearly always accompanied in the Western States by fissure veins of metalliferous ore, more often carrying silver than gold, but usually with an impregnation of the latter.

Under these circumstances a prospector would infer the presence of a vein or ledge of more than ordinary richness; nor would he be at fault, for the El Capitan lode occupies the precise position a geologist would have assigned it from scientific inference. The composition of the lode, moreover, is one that is better appreciated by the practical miner than by the mere scientist, as it carries in its sulphides and clorides, and in the free silver which permeates its quartz, unmistakable evidence of being a true fissure vein of a depth beyond the reach of fathoming, and of a richness that insures a most bountiful return for the labor expended in extracting it.

The original locators of the El Capitan claim, with good judgment, located themselves on that part of the lode which gave them the greatest adeantage in working their mine from the slope of the hill. By driving tunnels into the vein from the hill side and stopping from the levels thus formed all expense of pumping and hoisting was obviated, and gravity made to do the work that is so costly an operation in most mines.

The developments in the mine at the present moment are most extensive, and we have the authority of Mr. Wilson, U. S. Mining Surveyor, for stating that no less than 4,600 tons of rich ore are now actually in sight, ready to be turned out for crushing.

We have reserved the consideration of the value of the ore for the last, as being the basis on which the whole work of the enterprise rests. Having ascertained that the supply is illimitable, the question is, whether it will pay for the cost of extraction and working, and leave a fair profit on the capital invested.

To make this point perfectly intelligible we will take the mines in the great Comstock lode, whose enormous additions to the metallic wealth of the world have been the mining feature of the present century. As they have produced more than two hundred and eighty million dollars during the 20 years since their opening, and have made vast fortunes for many individuals, a mine that will compare favorably with them may be accepted without further investigation as a most desirable one to have an interest in.

Now the total quantity of ore mined and crushed, from which this gigantic amount of bullion was taken, is 6,324,000 tons which gives an average yield per ton for the whole mass, of $42.

If, therefore, a mine such as the El Capitan, whose location permits it to be worked far more economically than those on the Comstock lode, can be proved to possess a large body of ore of an average value not less than $42, it is obviously an exceptionally valuable one.

On this point we have the testimony of Dr. Wilson, who states that twenty-seven tons of ore taken out of the main vein and worked at a custom mill in the neighborhood yielded an average of $147 50 per ton. No test of the quality of the ore could be more satisfactory than this, inasmuch as a gain of 25 per cent. on this amount is made by working the ore at the company's own mill. Comparing this practical result of $147 50 with the $42 average of the Comstock lode, we see what ample room there is for the El Capitan to become a dividend paying mine of the first class.

In addition to the mine, the company starts with a well built and complete mill, worked by steam power, and capable of reducing ten tons daily.

With the data thus given, an approximate estimate can readily be made of annual returns. Ten tons, at an average of $147 50=$1475, less $15 per ton, which is an ample allowance to cover every working expense=$1325. Three hundred days' work in the year at this daily rate gives $379,500, or 25 cents of monthly dividend per share, with a very broad margin to be expended in improvements.

In this estimate 300 working days only are assumed. As a matter of fact, mining mills run the year through, knowing neither Sunday nor holiday. This allowance of 60 days if included would yield $74,000 more; but we exclude this, as the point is to show, not what the mine can do under full pressure, but what those who now subscribe their two dollars per share to the company's stock may reasonably expect as a return for their outlay.

Twenty-five cents monthly for an expenditure of two dollars may be considered a handsome return. Its permanence, however, is a most valuable feature, since the amount of ore in the mine cannot possibly be exhausted by a hundred years of the labor that suffices to produce the above given amonnt. Doubling or trebling the drill power means doubling and trebling the dividends, and doubtless this step is one of the earliest the company will take when its surplus returns enables it to do so.

The management of the company is an all-important point which the investor will, if he be discreet, first satisfy himself upon before weighing the merits of the mine itself.

In this respect the organization is fortunate in possessing a board of trustees and a staff of officers of the most unexceptionable and efficient character.

The Superintendent, Mr. Edward B. Dickinson, is agentleman who has had fifteen years' practical experience in Western mining, and who holds, moreover, a large interest in the company.

The trustees are all business men of high standing in our community, several of them, but more especially Mr. Charles C. Halsey, the President, being connected with financial institutions whose transactions are counted by millions yearly. Messrs. J. B. Newcombe & Co., of 6 Broad-street, the Agents of the Company, are gentlemen whose personal reputation alone among those who know them, is a guarantee for the bona fides of all that they endorse by name or act.

A reference to the pamphlet issued by this firm on the prospects of the company will show a slight divergence in the estimates of returns. We have adopted our own figures in preference to theirs on this subject, as the data given by the experts, whose reports they publish, fully justify our amending their own under-estimate of reasonable expectations.

☞ The exact bonded debt of the city of Wilmington, Del., at the present time, including the new $145,000 loan, is $1,884,100. When the new loan has been all paid in, the city's floating debt will probably not exceed $16,000, which can be met by the July taxes.

☞ The terms upon which the Pennsylvania Railroad Co. has leased the Pittsburg, Virginia and Charleston Railroad are that, after all the expenses of running the road have been paid out of the earnings, the balance will be turned over to the owners of the leased road.

☞ The portion of the Rogers Locomotive Works at Paterson, N. J., recently burned, is being rebuilt.

New Railroad Signal.

A new railroad signal, now on trial on the Old Colony Railroad, consists of two thin screens of oiled silk, one red and the other green, which can be drawn across the headlight of a locomotive by the pulling of a cord in the cab. Its mechanism is simple. When either of the screens is drawn across the headlight, it forms a powerful signal of the corresponding color, so brilliant as to be seen for a long distance. The practical advantages of this new signal will easily suggest themselves to practical railroad men. At Wollaston, had the freight locomotive been thus equipped, that disaster would doubtless have been averted, as in place of the blinding and deceptive white light which obscured the small switch signals, the engineer of the excursion train's head locomotive would have seen a large and brilliant danger signal. Another feature is an arrangement by which the number of the train is placed across the headlight, thus giving notice to passing trains on the opposite track, or to station agents, trackmen and others that the train is not an extra, but running by the schedule. This knowledge, thus so easily given, is frequently of great value on lines where trains are run at short intervals, and where trains pass each other on sidings at way stations where there is but a single track.

MINING.

THE COMSTOCKS.—The following important statement respecting fresh discoveries of ore in the Comstock lode was recently made by Colonel Deane, as the result of his personal surveys:

"The locality of the new bonanzas is only known to a few people outside of those in charge of the mines. If no further delays are made three new bonanzas within the limits of ten mines, will be uncovered on the Comstock this summer and we shall have one of the grandest market ever witnessed. The developments are already beginning to show themselves in the Comstock. One of them is already seen in the north end of the lode. The two others will come within the next few months. The three new bonanzas are within the limits of ten mines. Beginning at the Sierra Nevada and counting southward the Hale and Norcross is the tenth mice. This being the case, there are two bonanzas between the Hale and Norcross and the Sierra Nevada. One of these is located in the flooded mines between the Savage and Hale and Norcross and reaching into both mines. The other is in Best and Belcher."

MASSACHUSETTS MINES.—The Merrimac and Newburyport is turning out ore of a high grade. The China is sinking a new shaft. Its developments are very satisfactory.

ARIZONA.—On the 9th instant 20,000 pounds of concentrations were shipped from the Silver King to San Francisco.

The Castle Dome mines are shipping large quantities of ore down the Colorado to Yuma, whence it goes to San Francisco by rail.

Rich free gold quartz has been discovered near the San Antonio mines.

Recent examinations of the copper ore deposits in the Copper mountains Southeast of Tucson show that large quantities of red oxide can be shipped to San Francisco at a large profit.

The Yuma Mill and Mining Company are putting up a mill on their property at Cargo Muchacha District.

COLORADO.—40 men are now at work on the Dunderberg. The main shaft is down 95 feet. The ore exposed is of very high grade.

The Penobscott is running 30 stamps and will have 10 more in a short time. The 200 foot level is in a five foot vein of free milling ore.

The Park County mines are making a very handsome exhibit. In the Moss Vale Mine, 20 feet from the surface, an ore body 14 feet wide averaging 200 ounces per ton of silver, is being worked.

The Little Pittsburg mines are turning out a hundred tons of ore daily, averaging 150 ounces silver and 30 per cent of lead.

The Plumas National Quartz Mine is in a rich ledge of free gold. The body of pay ore now being worked is 400 feet long, and will give employment to its 30 stamp mill for many years.

On the first Monday of June the Mining Exchange elects its officers for the coming year. The indications are that the new official year will far exceed any since the institution of the association, in the volume of its business and in the standing it will take as a legitimate and trustworthy market for the purchase and sale of mining stocks. The solid success of the Exchange will depend entirely on the facilities it gives the public for buying and selling, and it is incumbent on the members who act as brokers to enlist the support of regular dealers in the leading stocks from whom they can always get a price and effect a transaction on behalf of their customers.

The broker himself should never be a dealer and the dealer should never act the part of a broker. Nothing more deplorable can be conceived than for a broker to have to tell his customer that he cannot get a quotation within reasonable limits for stock that has been admitted on the list. In the absence of regular dealers this is a contingency always liable to happen in the absence of an active market.

The rapid and continuous rise in Bodie has been the event of the week. The programme as sketched out, has been well executed. First, disquieting rumors, then a falling off in yield, followed by an assessment and a panic of weak holders, with a tumbling of the stock to 5, at which price some purchases were made. At this juncture the harvest was in order, and as soon as all the sheaves were gathered in rich strikes were made, magnificent developments chronicled, and the price sent booming up to 85, as we write, with a fair prospect of touching 50 before the Journal goes to press. The beauties of a California Constitution for a mining organization are well typified in the fall and rise of Bodie, which is and has been a magnificent property from the very beginning.

ATLANTA CONSOLIDATED.—This promising property is rapidly pushing its way down to the bonanza levels. Its two compartment shafts each compartment being 4½×5 feet are now down 75 feet and heavily timbered with 10×10 logs. Sinking is at the rate of 4 feet daily. The bottoms are in porphyry and quartz with rich stringers pitching to the East. This mine is as likely a one as any on the lode.

☞ The Dakota Central Railroad Company having filed articles of corporation at Yankton, D. T., with the Secretary of the Territory, has been granted a patent. The organization is part of the Chicago and Northwest Railway Company, and its object is to extend a line of road from Tracy, Minn., to the Missouri river, near Fort Pierre, in Dakota.

Philadelphia and Reading Railroad.

The amalgamation of the North Pennsylvania Railroad and of the Bound Brook Railroad with the gigantic net work of interior lines already owned and controlled by the Philadelphia and Reading Railroad Co., gives the whole system a unity and perfection in which it has hitherto been signally deficient.

An independent outlet to New York City and the markets of the East, which should be exempt from the long periodical stoppage which winter causes in the canal transport of the company, is a need that has been growing more urgent every year, and this important link between the company's coal fields and its customers is now permanently secured by the leasing of the roads referred to, at a cost which the first year's saving on traffic will more than cover.

The output of coal from the company's mines during 1877 exceeded five millions of tons and that for last year is estimated as not much less. Of this amount, as we learn from the statements of President McGowen to a contemporary, it costs the company $1,740,000 to put 2,000,000 tons in New York and its waters, while with the new lines he can put the same quantity into the market at a cash outlay of only $850,000, thus saving $950,000 per annum. Then, having an outlet in the winter months will give the company business which will fully equal an increased profit of half a million dollars on his own lines. Adding this to the $950,000 saved by a change in the coal traffic, he says, the entire net profit will be about $1,450,000. To be deducted from this profit will be from $60,000 to $100,000, which under the present guaranty in the leases is the utmost deficiency that would be imposed upon his company by them, even assuming that the present business of the North Pennsylvania and the Bound Brook roads will not increase. With the Philadelphia terminus at Ninth and Green streets, the traffic between the two cities must increase, and this alone, Mr. Gowen says, would make up any deficiency upon the leases, leaving the large sum above mentioned as the actual annual profit to the Philadelphia and Reading resulting from the transaction.

☞ A certificate of incorporation has been filed with the Secretary of State of Ohio, by Samuel Thomas, President, of the Columbus and Sunday Creek Valley Railroad Company, branch road to and from the main line at Bush's Station, Fairfield county, to a connection with the Pittsburg, Cincinnati and St. Louis Railway near Columbus.

☞ The Montour Railroad, which connects with the Pittsburgh and Lake Erie Railroad at Middletown, is now completed and by the 1st of June the large coal field located on the line will be sending its coal over the Pittsburgh and Lake Erie Railroad line to the lakes.

☞ The engineers of the Pittsburgh, Fort Wayne and Chicago Railway have been surveying between Rochester and Freedom, locating a third track.

Commerce of New York.

The foreign imports at New York for the month of April, 1879, are officially stated as follows:

	1878.	1879.
Entered for consumpt'n.	$11,154,396	$12,321,340
Do. for warehousing	6,550,314	7 518,217
Free goods	6.727,911	8,497,732
Specie and bullion....	5,318,139	597,871
Total entered at port...	$29,750,760	$28,935,160
Withdrawn fr. wareh'use	6,082,708	5,640,078

The foreign imports at New York for four months from January 1, were:

	1878.	1879.
Entered for consumpt'n	$46,502,937	$51,021,720
Do. for warehousing ..	21,918,642	24,207,641
Free goods	27,723,432	31,000,365
Specie and bullion	10,524,793	8,569,974
Total entered at port..	$106,669,804	$109,799,700
Withdrawn fr. wareh'se	23,147,291	20,014,378

The foreign imports at New York for ten months of the fiscal year, were:

	1878.	1879.
Six months ending January 1.	$152 045,807	$148,784,274
January	24,626,689	25,657,546
February	25,726,714	26,968,987
March...	26,565,641	28,238,007
April	29,750,760	28,935,160
Total ten months....	$258,715,611	$258,583,974
Deduct specie.....	18,170,033	9,675,242
Total merchandise.	$240,545,578	$248,908,732

The duties received at New York for ten months ending with April, were:

	1878.	1879.
July	$7,182,747 46	$8,103,513 74
August	10 018,122 33	10,149,191 69
September	9,068 929 44	9 080,936 88
October	8,392,221 85	8,349,904 94
November	6,585,108 84	6,718,339 94
December....	5,815,558 74	6,175,359 43
January	7,154,924 85	7,655,552 67
February	7,914,953 48	8 229,862 06
March...	8,571,501 20	9,330,695 68
April....	7,696,243 39	8,184,797 88
Total....	$78,350,312 58	$81,972,654 91

The exports from New York to foreign ports in the month of April, were:

	1878.	1879.
Domestic produce.....	$27,286,446	$26,257,346
Foreign free goods.....	319,783	227,997
Do. dutiable....	604,807	430,457
Specie and bullion.....	3,131,254	1,574,112
Total exports.....	$31,342,290	$28,489,912
Do. exclusive of specie.	28,211,036	26 915,800

The exports from New York to foreign ports for nine months ending with April, were:

	1878.	1879.
Domestic produce.....	$112,487,523	$1C2,745,117
Foreign free goods....	1,314,494	1,077,614
Do. dutiable.	2,030,233	1,567,817
Specie and bullion....	7,697,100	6,964,127
Total exports	$123,529,350	$112,354,675
Do. exclusive of specie.	115,832,250	105,390,548

The exports (exclusive of specie) from New York to foreign ports for ten months ending with April, were:

	1878.	1879.
Six months ending January 1.	$164.948,533	$177,556,058
January	27,692 811	22,559,556
February.	26,834,290	27,132,343
March...	31,094 113	28,782,849
April....	28,211,036	26,915,800
Total produce....	$280,780,783	$282,946,606
Add specie...	13,642,771	10,774,722
Total exports.....	$294,423,554	$293,721,328

Railroading in the Grand Canon of the Arkansas.

The Denver Tribune gives the following glowing description of the recent passage of the pioneer excursion train through the Grand Canon and Royal Gorge, on the Denver and Rio Grande Railroad of Colorado:

The excursion started from Denver, but received accessions at other points along the route. On reaching the canon the engine was placed in the rear, so as to give a better view to the tourists. The approach to the canon is gradual. The distant hills draw nearer, and the Valley of the Arkansas becomes narrower and narrower until the river is shut in closely on both sides by high mountains, sloping gently away and covered with verdure. Then the slope of the mountains becomes more perpendicular, and the hills become higher, until suddenly the river is completely shut in by mountains with mighty tops. The roar and rattle of the train grows louder and echoes up and down. The train is fairly in the canon. It moves slowly. The mountain walls are of a dizzy height, and so close together that looking ahead they appear simply to form a crevice, a hugh awful crooked crevice, through which the train was timidly crawling. The curves of the canon are superb. They constitute the finishing touch to its grandeur, and fill the mind with a fuller appreciation of this great miracle of nature. But the Royal Gorge! Imagine two almost perfectly perpendicular walls rising to a height of 2,200 feet, and only thirty feet apart, those walls presenting jagged and irregular masses of rock that on the railroad side hang over the train all creviced and ready to fall in thousands of tons. The roadbed is cut out of the solid rock, and masses of this hang over it stretching out a hundred feet. One cannot look to the top of this wall on account of these projecting, irregular bluffs, but the height to the top even as measured by the eye disturbs the faculties and brings on vertigo. The cooped-up Arkansas rushes madly by, a narrow thread, made still more so by the rocks thrown into it. There is not room to step from the train without pitching into the river. Not a word is uttered. The engineer whistles occasionally: and timid folks look for the rocks to fall. It is really a strain on the mind to take it in; and this can be only feebly done on a single trip. Two thousand feet above you are the tops of the mountain walls. You are imprisoned in a crack thirty feet wide, and are partially under one mountain wall. You can see on the opposite side the gradations of the verdure, rich below, impoverished above. And the curves become more awful as you look ahead or back. For forty-five minutes the tourists enjoyed this sight. The train stopped at the construction bridge near the end of the gorge. Salutes were fired, a fifteen minutes halt was made, and the engine started the train for Canon City. There was no sun in the gorge, but it slanted down the opposite mountain wall as the party returned through the canon, increasing the surpassing beauty of the scene. The canon is eleven miles in length, and the gorge a mile and a half. The tourists had seen it all—seen the greatest natural wonder of the West and the first train of passengers had passed through the gorge. It will be impossible to build another road through the gorge. Until this point is reached the other side of the river has the advantage, being easier to build over. But the only way to continue a road beyond the opening of the gorge would be to bridge the Arkansas and run over the track of the Santa Fe. This is the only escape. In cutting the roadbed in the gorge the workmen would be high up on the mountain wall and blast down to the level of the road. In this way masses of rock a hundred yards wide have been split from the mountain. In that narrow crevice it was difficult to dispose of this material. Some was used for the roadbed, and the rest of necessity was thrown into the Arkansas. This made the already too much shut in stream still more contracted. Fears are now entertained that the vicious "crik" will "raise Cain" in case of a flood. The greatest care has been taken to prevent this, and the subject is still one of study to the contractors and engineers. The bed of the road is some twelve feet above the river, perhaps more.

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of April:

	1879. Month.	1879. Year to date.
Gross receipts:		
Railroad traffic.....	$989,034 48	$4,415,131 24
Canal traffic.....	78,942 33	163,806 66
Steam colliers.....	54,506 68	281,003 51
Richmond coal barges	20,400 84	40,821 24
Total Railroad Co..	$1,142,884 33	$4,900,762 65
Reading Coal & Iron Company....	857,788 55	3,169,059 57
Total of all.....	$2,000,672 88	$8,069,822 22
Tonnage and passengers:		
Tons of coal on railroad.	716,319 11	2,660,681 17
Tons of merchandise...	368,864 04	1,392,944 10
Passengers carried....	556,135	2,494,015
Coal transported by steam colliers,...	53,849 00	232,435 00
Tons of coal mined:		
By Coal and Iron Co...	373,040 16	1,378,655 11
By tenants...	107,206 15	433,651 19
Total mined from lands owned and controlled by Co. & from leasehold estates....	480,247 11	1,812,307 10

	1878. Month.	1878. Year to date.
Gross receipts:		
Railroad traffic.....	$903,764 90	$3,862,197 75
Canal traffic.....	56,598 85	76,393 61
Steam colliers.....	28,116 50	224,389 71
Richmond coal barges	2,548 36	26,776 02
Total Railroad Co..	$991,028 61	$4,189,757 09
Reading Coal and Iron Co..	486,756 14	2,227,997 03
Total of all....	$1,477,784 75	$6,467,754 12
Tonnage and passengers:		
Tons of coal on railroad.	408,620 09	1,690,393 04
Tons of merchandise...	284,545 10	1,284,168 12
Passengers carried....	512,139	2,454,936
Coal transported by steam colliers..... ..	34,714 00	206,607 00
Tons of coal mined:		
By Coal and Iron Co..	189,983 03	803,752 16
By tenants	80,150 19	295,479 13
Total mined from lands owned and controlled by Co. and from leasehold estates.....	270,134 02	1,099,232 09

What $400 Did in Wall Street.

August 16th, 1878, a Phila. customer, wrote Messrs. Lawrence & Co., Bankers, N. Y.; "Dear Sirs: Yours containing remittance for $1,113 25, as profits on my 200 shares, is received. Accept my thanks for I am very well satisfied. You may use this letter. I would recommend every one who feels disposed to speculate to send for your circular. This is but one instance out of thousands, by which the new Combination System of operating in stocks enables people with large or small capital to make similar profits. By this excellent plan, the orders of thousands of customers from city and country are pooled into one Immense Sum and co-operated as a Mighty Individual Account. Each member of the combination secures all the advantages of the largest capital united with experienced skill. Profits divided monthly; $10 invested returns $50, or 5 per cent on the stock, $75 will make $450, and so on,

according to the market. Messrs. Lawrence & Co.'s new circular (mailed free) has "two unerring rules for success," and explains everything, so that any one can operate profitably. All kinds of Stocks and bonds wanted. New Government loan supplied. Apply to Lawrence & Co., Bankers, 57 Exchange Place, N. Y. City.

☞ At a meeting of the directors of the Fitchburg Railroad Company in Boston on the 21st inst. the following important action was taken: "Voted that the president of this company is directed to give three months' notice, in writing, to the parties forming the Hoosac Tunnel line of the desire of the Fitchburg Railroad Company to withdraw from the agreement between it and them and cancel the 'Hoosac Tunnel contract,' agreeably to the eighteenth article of said contract."

☞ The first rail on the Pennsylvania railroad in Maryland was laid on the 20th inst. at State line, six miles from Cumberland, Mayor Read, of that city, driving the first spike.

ALWAYS READY TO GIVE QUOTATIONS, ANSWER QUESTIONS, AND BUY OR SELL.

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Correspondence solicited, information given cheerfully.

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OFFICE OF THE LEADVILLE MINING COMPANY,
No. 57 Broadway,
New York, May 15, 1879.

DIVIDEND NO. 3.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a dividend of ONE Per Cent. (10 cents per share) on the capital stock of this company ($2,000,000) out of net earnings, payable at the office of the company on and after June 7, 1879. Transfer books will close on May 31, and re-open June 10.
J. S. LOCKWOOD, Secretary.

Metropolitan Elevated RAILWAY.
OPEN FROM 5:30 A. M. TO 12 P. M.

Rector Street—Nearest point for Wall St. Ferry and connects with the cars for South Ferry. Cortlandt Street—Nearest point for Jersey City and Communipaw Ferries. Park Place. Chambers Street. Franklin Street. Grand Street. Bleeker Street—Connects with cars for East and West. Eighth St. Fourteenth Street. Twenty-Third Street. Thirty-Third Street. Forty-Second Street—Connects with New York Transfer Company's cabs for Grand Central Depot. Fiftieth Street. Fifty-Eighth Street. Fifty-third Street and Eighth Ave.

Trains will run to 58th street and 6th ave. and 53d street and 8th ave. alternately.

For down-town trains take west side stations.

FARE TEN CENTS,

Except between the hours of 5:30 to 7:30 A. M. and 5 to 7 P. M., when the fare is Five Cents.
WM. R. GARRISON, President.
M. VAN BROCKLIN, Superintendent.

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Bankers and Dealers in
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Securities (in fractional or large quantities) bought and sold on commission; also carried as long as desired on 5 per cent. margin. U. S. Bonds purchased and sold at current market rates free of commission.

Advances made on approved collateral at market rates.

Deposits received subject to check at sight. Interest allowed on all daily balances.

Our office is next door to the N. Y. Stock Exchange, which admits of the execution of orders the instant they are received. The senior partner attends each session of the board, and gives this branch of business the advantage of his long experience and most watchful care. Our office is provided with four telegraph indicators for the use of customers, which record all transactions and quotations at the Exchange as soon as made, an important guide for buyers or sellers of Stocks, Bonds and Governments. Orders executed at the London and San Francisco Exchanges.

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SECRET SERVICE
NEW YORK AND ST. LOUIS.
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82 & 84 NASSAU ST., New York. S. W. COR. 7TH & OLIVE STS., St. Louis.

The investigation of frauds on Railway Companies a specialty.

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending May 17th, as reported by the several carrying companies, amounted to 344,550 tons, against 273,119 tons in corresponding week last year, an increase of 71,431 tons. The total amount of anthracite mined for the year is 7,903,137 tons, against 4,521,707 for the same period last year, an increase of 3,381,430 tons. The quantity of bituminous coal sent to market for the week amounted to 69,063 tons, against 58,598 tons in corresponding week last year, an increase of 10,465 tons. The total amount of bituminous mined for the year is 1,156,692 tons, against 978,136 tons for corresponding period last year, an increase of 178,556 tons. The total tonnage of all kinds of coal for the week is 413,613 tons, against 331,717 tons in corresponding week last year, an increase of 81,896 tons, and the total tonnage for the coal year is 9,059,829 tons, against 5 499,843 tons to same date last year, an increase of 3,559,986 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of May was 117,447 tons, of which 90,375 tons were coal, and 27,072 tons coke. The total tonnage for the year thus far has been 2,021,658 tons, of which 1,570,645 tons were coal and 451,013 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ending May 20th were 33,576 tons, and for the year to that date 487,121 tons, an increase of 66,455 tons as compared with the corresponding period of 1878. The shipments to the Baltimore and Ohio Railroad for the week were 15,012 tons, for the year 318,111 tons, an increase of 11,905 tons, as compared with 1878. The shipments to the Pennsylvania Railroad were, for the week, 2,944 tons, for the year 59,790 tons, an increase of 30,296 tons as compared with last year. The shipments by the Chesapeake and Ohio Canal for the week were 15,619 tons, and for the season 109,219 tons, an increase of 24,253 tons as compared with last year. The Reading Railroad Company reports a coal shipment for the week ending on Saturday evening last of 154,500 tons, of which 46,900 tons were sent to Port Richmond, and 59,000 tons were shipped thence. The receipts at Perth Amboy for the week ending May 17 were 41,802 tons, and the shipments 36,518 tons, leaving a stock on hand of 153,560 tons.—*Phila Ledger, May* 26.

☞ At a meeting of the County Medical Society, on the 26th inst., Dr. Jacobi, chairman of the committee appointed last September to investigate the sanitary effects of the elevated railroad noises, reported that the committee had been waiting some eight months for reports of cases in which the noises had caused injury to health, but that, alas, no such reports had come. The committee, therefore, asked to be discharged. The report of the Committee was accepted.

☞ The Brattleboro' and Whitehall Railroad still progresses, and the contractors, Harris Bros. & Co., say that on October 1 a train will pass over the road. About a mile in length of solid rock had to be removed along the side of the mountain, and the blasting is about completed. The contractors have sub-let about five miles of the road from Ball Mountain to Londonderry to George Ayer & Co., Peterboro', N. H.

☞ St. Louis hopes to increase its cotton receipts more than 100,000 bales next fall by new railroad connections now being established with Texas. The St. Louis compress association and ex Gov. Hubbard, of Texas, are the prime movers in this enterprise, which contemplates draining the trade of Northeastern Texas into St. Louis by building a narrow gauge line from Texarkana, the present terminus of the Iron Mountain road, to Waco, a distance of 230 miles.

☞ The extension of the Pittsburg Southern Railroad to Morgantown is in contemplation. The road is already graded and bridged from Virginia Junction to a point fifteen miles toward Morgantown, and the local committees from the sections beyond that have encouraging reports to make of prospects in their locality.

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REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.
Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.
Lazard Freres, Bankers, 65 Pine Street, New York.
Sutro Tunnel Company, San Francisco, California.

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